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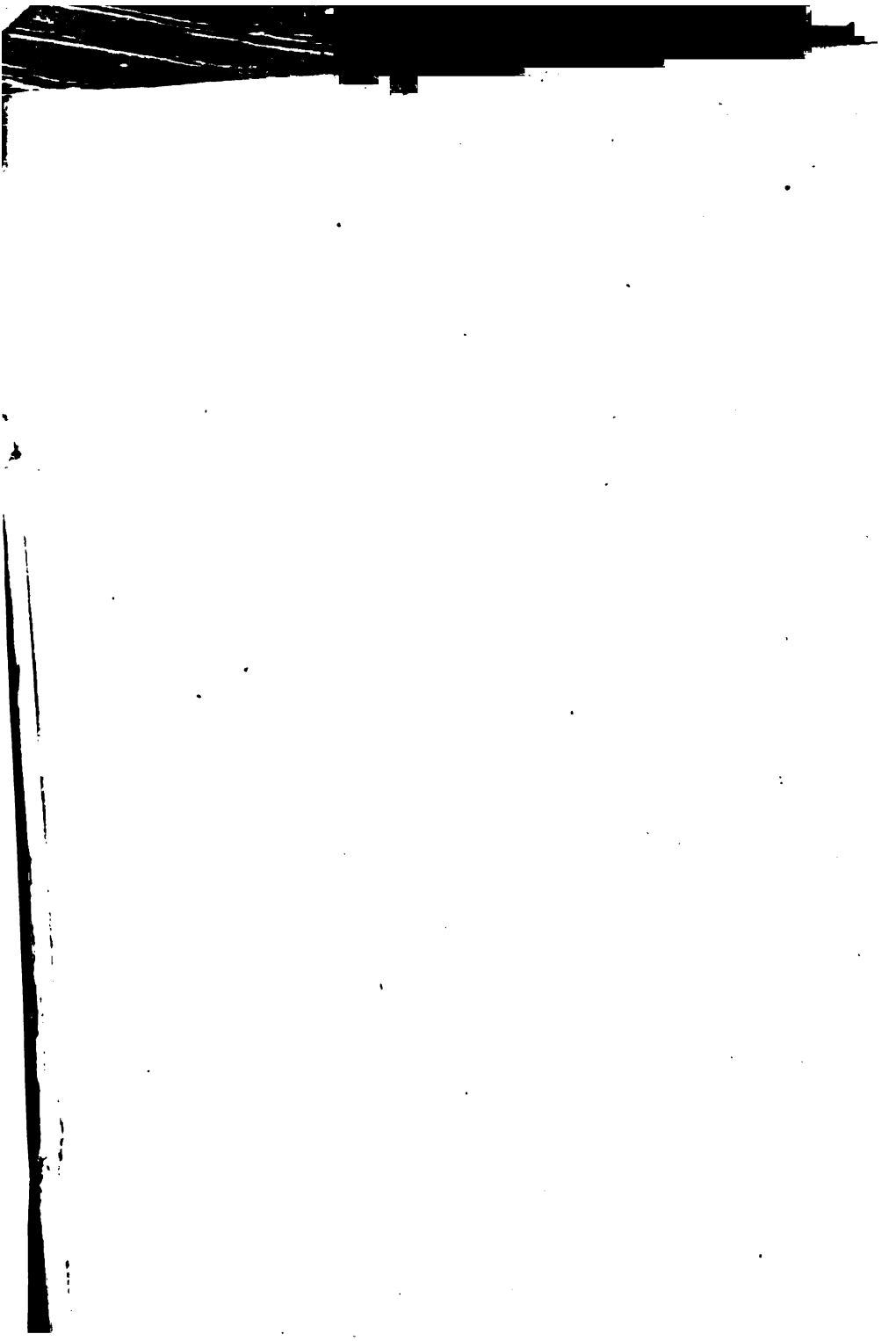

THE

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OF THE

HOUSE OF REPRESENTATIVES

FOR THE

FIRST SESSION OF THE FIFTY-FIRST CONGRESS.

1889-'90.

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51ST CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. 1, Part 4.

REPORT

OF THE

POSTMASTER-GENERAL

OF THE

UNITED STATES;

BEING PART OF

THE MESSAGE AND DOCUMENTS

COMMUNICATED TO THE

TWO HOUSES OF CONGRESS

AT THE

BEGINNING OF THE FIRST SESSION OF THE FIFTY-FIRST CONGRESS.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1889.

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REPORT

OF

THE POSTMASTER-GENERAL.

POST OFFICE DEPARTMENT,
Washington, D. C., November 27, 1889.

TO THE PRESIDENT:

The first Postmaster-General submitted his first report to President Washington one hundred years ago. Its exact date was December 9, 1789. I mention this as of interest in this centennial age.

I have the honor to state that to the Postmaster-General of the United States is committed the management of the largest business concern in the world, consisting of a central establishment with almost 60,000 branches, and employing over 150,000 people. Its agents embrace one-half of the civil list. It maintains communication between the near and the remote places of the country with frequency, celerity, and security. The number and value of its messages are such that the imagination can scarcely form a conception of them. The capital in use in carrying on this vast business was last year $1 to each man, woman, and child in the United States. Nevertheless, the postal service is not a money-making enterprise. It is not intended to be. It is a mistake to expect it to be self-sustaining until it is fully perfected.

The post-office is the visible form of the Federal Government to every community and to every citizen. Its hand is the only one that touches the local life, the social interests, and business concern of every neighborhood. It brings the Government to every door in the land and makes it the ready and faithful servitor of every interest of commerce and society. The people, from whom alone this all-pervading agency springs into action, and by whose encouragement alone it can supply their jealous needs, simply want the system administered with such efficiency and economy that it shall offer them more and more accommodations and tax them less and less. The only method I can suggest by which all their desires may be gratified, is not merely to talk about the application of business principles to the Department; it is really to apply them. It is not to work in poor quarters; it is not to transport mails afoot when they should go in railroad trains; it is not to tolerate disloyal or listless employés if better ones can be had; it is not, finally, to keep unwillingly *abreast of the times.* It is always to lead the times.

In twenty years the transactions of the Post-Office Department have doubled. In ten years more, by all the laws of growth, they will nearly have doubled again. To-day's work, the routine forms, the methods of operation, the relations of clerks and officials are almost as crude as they were in the beginning. The point of the great question which continually forces itself forward is, how long this outgrown system shall continue as it is.

SERIOUS CONDITIONS.

The Postmaster-General, in taking up the duties of the Post-Office Department, generally finds, with his own advent, that other new officers also enter the service. The whole organization at the top is changed and the work falls into untrained hands. During a period of ten years there were eight different Postmasters-General. In our form of Government this constant change will continue, but from a business stand-point thus to unsettle the service and to be always educating new sets of men can not be beneficial to any Department. However able any new Postmaster-General and his associates in the Assistant Postmaster-Generalships may be, there must be a course of training, which time and experience alone can give, before any of them are able to handle with real effectiveness the divisions placed in their charge. Even with each of them well skilled and at his best it is not possible to keep up with the work.

Ancient regulations and time-honored customs require the Postmaster-General to make numberless signatures each day to vouchers, journals, and papers that could as well fall into other hands. He must receive delegations of the people who have claims of all sorts to present, must make appointments to office and removals, must establish offices, and hear suggestions. The Senators and Members of the House must represent their constituents at the Post-Office Department and have the Postmaster-General's best attention in considering the 2,600 Presidential cases. Complaints of irregularity at the various post-offices, demands for enlarged service, come to the ear of the Postmaster-General. The various Department heads must refer many subjects and be in frequent consultation on the daily work of the office. There is but little time left to originate plans, to study the means of developing the system, or to improve the service. The Postmaster-General is continually in the deep drudgery of each day's recurring duties, and with but little opportunity to attend to anything beyond the routine work.

What is true of the Postmaster-General is equally true of the First Assistant. To that officer belongs the appointment of the postmasters of the fourth class, of which there are over 56,000, and the vast correspondence involved; the approval of bonds; the location of post-offices; the matter of supplies for all the offices; the supervision of the carrier and clerical forces throughout the United States, and all the minutiæ of the management of his immense number of offices. In the fourth-class offices changes are much more frequent than in the Presi-

dential. The low compensation and responsibility involved render it difficult to keep up offices at thousands of points. Think for a moment of a city of 60,000 population and the daily changes by death, defalcations, lapses, and necessary removals and an idea will be suggested of the labor attending this oversight. No one man can do the work as it is now organized, except in a superficial way.

The Second Assistant Postmaster-General is the master of transportation, having thousands of routes and contracts to see to and the necessary investigations connected with them. Each day is adding to the pressure of this office. The Third Assistant Postmaster-General is not less busy with the stamp and envelope divisions and the accounts of all the postmasters.

These ever-increasing burdens on the four higher officials emphasize the fact that the Railway Mail, the Foreign Mail, the Free Delivery, the Salaries and Allowance Division, the Money-Order Office, the Registry Division, the Dead Letter Office, the Division of Supplies, are conducted independently by their chief officers and ordered to report to the Postmaster-General or one of his three associates. They have but scant and irregular opportunity to consult, and therefore pursue a disjointed course of action not conducive to great results. So long as the present inadequate system continues, the Post-Office Department can never do its best work. Important matters are deferred for days because the superintendents and the chief officers can not move on from sheer force of circumstances preventing instructions. No matter how enterprising and loyal these superintendents are, they do not have a fair chance. The service will never be vitalized for its highest good and compacted for the right kind of aggressive work until the burdens of these important officials are partly unloaded upon some other officer.

What is needed first, is a Fourth Assistant Postmaster-General, to be in direct charge of the great divisions of the railway mail, the foreign mail, the money-order office, the registry and supplies divisions, and the dead-letter office. Transferring these departments from a supervision which is now only nominal and giving them in charge of the Fourth Assistant Postmaster-General would be a vast advantage. This is not adding to the cost, but adding revenue by gaining the direction of one guiding brain in these important arms of the service. Lift out of the office of the First Assistant Postmaster-General all duties except those of studying men for appointment, establishing offices, changing sites, examining reports of inspectors, and taking care of the bond division. This will always be enough for this official to attend to.

A NEW OFFICER WANTED.

Create a new place and find the best educated postal man in the service at the Post-Office Department, or in any of the 59,000 post-offices, and make him the general manager. No great business establishmen *can succeed that changes its principal* officer once in fifteen months

The Post-Office Department can not do it any more than could the Pennsylvania or the New York Central Railroad. Who would commend or gain increasing confidence in such corporations if they changed presidents about once a year? With a work that must always be laborious and subject to mutations it is not likely that these frequent changes will ever cease, but the Department ought to be so organized as not to be greatly affected by any one man or set of men moving out. There ought to be one perfectly-educated postal man charged with the general management, whose controlling mind and firm grasp should remain while others come and go. Instead of a $2,200 clerk allotting annually $22,000,000, and necessarily delayed decisions in the different offices regarding questions affecting carriers and clerks and extensions of the service, and the thousands of details connected with the daily routine of the post-offices throughout the United States touching the welfare of millions of people, transfer the oversight of the salaries and allowance division and the free-delivery system, and many of the duties now devolving upon the first assistant, to a general manager, who, in imparting promptness and efficiency throughout the service, would earn his salary five times over.

The equipment of post-offices at present varies according to the zeal of the postmasters. Those who are aided by members of Congress and who most persistently knock at the door of the Salaries and Allowance Division, are in best condition. The extension of the free delivery, the location of stamp agents, the general development of the post-office business, needing the same effort as in any other kind of business, depend now almost altogether upon some kind of pressure from outside of the Department. There ought to be at least one of our officers who would know the needs of the service, and intelligently drive on the business from the Department stand-point, instead of being crowded along under the pressure of the postmasters.

In a service so intricate and complicated as the postal system, it would be hard to define all that would fall to the hands of such an officer. The needs of the vast system vary with localities. Telegrams are flying all day long asking instructions about losses, rates, defalcations in office, failures of sureties, robberies, misuses of the mails, casualties, fires, changes of location, and questions that demand attention instantly from some one understanding the whole system and one not engrossed with calls, correspondence, and perfunctory work. He would see that all the details of administration are thoroughly carried out. To enlist and retain the services of a man of the ability required would necessitate the payment of a large salary. Ten thousand dollars per year would not be too much to pay to the right man. He should be appointed by the President for ten years, subject to removal at any time if not equal to the work. I would have this place the apex of the whole postal service, the ambition of every superintendent of a bureau, chief *inspector, division head,* or postmaster, and similarly, and not too remotely, *the ambition of* every active, creative man in the service.

To this Controller or General Secretary would be referred all of the plans of improvements determined upon, and his business capacity and authority would bring about reforms at once, without the usual delay sometimes of months existing under the present cumbersome and antiquated methods. He would give right off to the city of Denver more than two deliveries a day; he would have given Chicago more than four deliveries long ago; Utica, whose postal business has nearly doubled in six years without additional help, would have proper treatment; he would see that the postal business of Indianapolis and other places like it, which had increased 80 per cent. in ten years, was not obliged to struggle along with no increase of clerks; he would give a great city more than one place to buy postage stamps; he would increase the registry offices and stamp agencies ten-fold, and more, if needed, in the large cities. If people in large towns had to walk a mile to buy a stamp he would see what could be done about it, and would do it quick. He would give to New York City, on demand, one thousand stamp agencies; Boston, four hundred, and Philadelphia five hundred, and every other place a proper plant. He would do these things as a matter of course, and he would get money back for the Department, because it always appears, by accident almost, that these small incidents of the service find such ready responses among the people that they pay for themselves over and over.

This General Secretary would apply himself to small but important matters of reform which more nearly concern the departmental service. If the Sixth Auditor were eight months behind his work because he lacked clerks enough by 75 to do it, the General Secretary would address himself to the correction of this abuse. If it took 100 clerks to discharge the business of the Dead Letter Office, he would see what could be done to decrease the labor caused by careless correspondents by devising ways and means to prevent mistakes. If some employés of the postal service worked six hours a day and others worked eighteen, he would see what could be done to equalize the pay or the hours. He would be the man of details of the Department, inspiring the whole service with promptness and zeal.

FIFTY-NINE THOUSAND DISTINCT POST-OFFICES.

The post-offices throughout the country bear little relation to one another. The touch of the Department upon them is very slight. The machinery is set up and then let alone if only certain formal reports are made at stated times. If complaints are filed the inspector visits the office, and unless the investigation necessitates removal the office runs on just the same until other complaints are filed, when the same course is repeated. The offices and the Department, without meaning it, are in an unfriendly attitude, because the postmasters are generally wanting something which the Department does not seem ready or able to grant. *A new postmaster must learn the postal laws* and find out what his

duties are the best way he can with the help of old clerks or of an inspector who happens along accidentally. There is but little to encourage, hardly anything to stimulate, a postmaster to do his best work. A new life and spirit must be infused. By dividing the country into postal districts and placing a supervisor over each, I believe it can be done.

I propose that there be twenty-six postal districts established by the Postmaster-General according to population and territory, each office in the district to be visited at stated times and records made and kept showing, first, the capacity of the postmaster; second, his personal attention to his duties; third, the order and discipline of the office; and fourth, the growth of the business, with such other matters as may be determined on. The postmasters of the Presidential classes in each district should be classified into three grades, namely: "A," to be marked "highest;" "B," marked "excellent," and "C," marked "fair," and all under the low mark to be reported for such action as the Department may deem proper to take. Those who receive the highest marking ought to be reported to the President for honorable mention and preferment. The supervisors would have to be experienced in the Postal Laws and Regulations, and to be possessed of enthusiasm for the perfection of the system, instruct the postmasters and clerks, point out possible improvements in the offices, and enlarge the business; to ascertain and keep the Postmaster-General continually advised, in short, exactly what the postmaster and clerks are doing for the salaries received, and exactly how the people of each community are satisfied with the postal service.

All these supervisors should report to an official who should take the lead in the work of the higher education of the whole postal establishment. That man himself should be at the head of a model post-office—the post-office of the city of Washington, which should be domiciled in the Post-Office Department building and should become the high school, as it were, for the postmasters, new and old, from all over the country, who visit the capital. Here the valuable mails of Congress and the Executive Departments would be handled with greater safety and care. The postmaster of the city, without increasing the expense of the Department, might readily become the Fifth Assistant Postmaster-General, in charge also of the educational and civil-service work in the entire service and its thousands of post-offices.

The Postmaster-General thus relieved of the dead-weight of numberless details, which would be left to the equally safe and prompt action of experienced and less occupied assistants, could intelligently exercise the functions of an administrative officer. He could apply the inventive and creative power of a mind freed from minor things, to the larger work of executive management of greater organization. He would do the planning, originate new ideas and inaugurate new methods, revise and make more practical and effective the regulations, study the systems of other countries, superintend the heads of departments, and

give constantly the touch of life to the entire system, making it more representative of the commercial energies and social requirements of the American people. He would ascertain by investigation, study, and experiments, and by encouraging invention, possible improvements that would make the postal organization an agency of larger service and greater convenience. Many of the newer and more useful discoveries in applied science might be utilized and fashioned into a quicker and more satisfactory service than the present agencies, which are now plainly proving themselves too slow. He would secure transit for mail on faster schedules; provide quicker collections and distributions in cities and towns by pneumatic tubes or other improved and more rapid couriers than now exist; push forward American mails as the forerunner of the extension of American commerce; lift the entire service into a larger usefulness for the people and a larger increase for itself.

These and other possible improvements would all be open to the research of a Postmaster-General. His would be the duty and opportunity to study them and the power of the Government, and the interest of the people would aid and stimulate him to lead in enterprise, departures, and experiments. The different things new and good, of possible utility by way of improved and quicker methods, or by way of applying discoveries in science to the practical use of the people, adding to confidence in the business world or pleasure in social life, should be diligently ascertained and promptly applied. The expanding energies of the human mind, the rapid progress and practical achievements of science, should be seen first rather than last in the conduct of the Government business.

The venerable clerk who is always with us, faithful to tradition and proudest of all in remembering precedents, should not worry and retard a progressive Department in this progressive age by making a wall of an opinion delivered in 1823 or citing a precedent that governed in 1848. And especially should the postal service utilize in this advanced time of the world everything that can make the mails anticipate the wishes and expectations of the people. The one man who should be expected to ascertain and apply to the postal service all possible better agents, whether they be thus employed in the business world or developed in science, is the Postmaster-General, who under the present methods is allowed no time for studying such great questions or for dealing with anything more than the passing subjects of every day.

A NEW DEPARTMENT BUILDING.

The Washington city post-office has long been a reproach to the capital and a disgrace to the country. It surely will not be tolerated much longer. I have to report still further evidence of its inadequacy. A commission made up of the First Assistant Postmaster-General, the Second Assistant Postmaster-General, the Commissioner of Pensions, the *Supervising Architect of the Treasury*, and the Postmaster of the

City, proceeded, under authority granted by a recent act of Congress, to find out whether the court of the Pension Building might be used for a new local post-office. An additional task was to see if other and better quarters could be procured. The commission has reported elsewhere that the court of the Pension Building could not be made suitable even by a lavish outlay of money, and that the business of the Pension Office would be seriously impeded, even if the health of the clerks was not impaired by such a change. Five other places, mentioned in reply to advertisements, were also examined. All were found to be poor. The present quarters, wretched as they are, must be endured, and the only thing left to recommend is that the insufficient and unworthy building on Louisiana avenue should be leased again at a very high rent, provided that the lessor will expend a certain sum for repairs to make it habitable.

While the offer is made by private enterprise to erect a suitable post-office building if a long lease can be secured, it is poor economy to enter into such a contract. It is better to suffer the present inconvenience for two or three years until the Government can erect a good building. The suggestion is made in some quarters that a separate structure be built for the city post-office, and that a commodious edifice be built somewhere else for departmental use. The true idea, however, is to group all the postal business and the city post-office under one superintendence in one well-planned building, to be in every sense a model home for departmental and post-office work.

The cramped condition of the departmental force is well stated elsewhere by the chief clerk. In 1880, when the city post-office had to be moved away from the departmental building, there was but one office, the topographer's, maintained outside. As early as that, Postmaster-General Maynard realized the absolute necessity of some comprehensive improvement in the very near future. Now there are five branch offices maintained outside of the departmental building, and, although almost 400 clerks have been moved to these additional quarters, yet a larger number than ever before crowd the present building. Compared with the other Departments, the Post-Office Department force fare badly in this respect. Each clerk in the State, War, and Navy Building has a third more space to work in than one of ours. The hallways of the Post-Office departmental building are jammed full of files, and made not only uncomfortable but unhealthy. Two hundred and forty thousand quarterly reports are received annually from the postmasters, and 480,000 weekly statements come in each year from money-order and postal-note offices. Money orders and postal notes alone to the number of 17,000,000 annually have to be handled. All of these files and records must necessarily be preserved a certain time, and although they are destroyed as promptly as seems proper they are constantly in the way.

The question is simply whether the Government cares to go on in this

way or not. Here in Washington mails of the Departments and of the two branches of Congress must be collected and dispatched to all parts of the country. In the present city post-office the clerks, who have doubled in numbers since 1879, when the city post-office was first leased, simply can not perform promptly this important work. A delay over night is a day's delay, and a delay over night is a common thing. The Government is paying $20,000 annually for the use of small buildings scattered about the city; buildings which accommodate these branches of the Post-Office Department but poorly, and which, scattered as they are, add to the cost and impair the efficiency of the whole service. The entire postal business carried on in Washington should be conducted under one roof. This is the creditable way; it can also be shown that it is the economical way; and in view of these facts, it is respectfully recommended that a commission be appointed by Congress to select a site and forthwith purchase a suitable property upon which to erect a new building in which to consolidate the bureaus of the Department and the city post-office.

GROWTH OF THE POSTAL SYSTEM.

It is related that Postmaster-General Benjamin Franklin was quite occupied and not a little troubled by the management of seventy-five post-offices. From the small beginning indicated in the early records the postal system has grown marvellously. In fifteen years its advancement has been even more astonishing, as the following figures are enough to show:

Year.	Post-offices.	Length of routes (miles).	Gross revenue.	Total pay of postmasters.	Stamps issued.	Stamped envelopes and wrappers.	Postal-cards.	Money-orders.
1874.....	34, 300	270, 000	$26, 500, 000	$5, 800, 000	632, 000, 000	136, 500, 000	91, 000, 000	$74, 400, 000
1880.....	43, 000	344, 000	33, 300, 000	7, 700, 000	876, 000, 000	207, 000, 000	273, 000, 000	100, 300, 000
1889.....	58, 999	416, 159	56, 175, 611	13, 168, 990	1, 961, 980, 840	452, 782, 300	386, 808, 500	115, 081, 845

The following statement shows the number of employés in the various branches of the postal service and the total number to date:

Clerks:		
First-class offices	5, 936	
Second-class offices	1, 873	
Third-class offices*	4, 766	
Fourth-class offices*	34, 889	
		47, 466
Carriers	8, 830	
Subcarriers	2, 005	
		10, 835
Railway-Mail Service, total employés		5, 640

**The last two items estimated.*

ors:		
routes	6,534	
n-boat	134	
oad	2,113	
ar-route	10,396	
eam-boat	13	
		19,190
engers		6,434
alivery messengers		928
ers:		
class	102	
d class	517	
l class	2,043	
h class	57,176	
		59,838
in Post-Office Department		604
nd total of employés in postal service		150,935

agnitude of the work that requires 150,000 men every working he year is something to ponder. Many of these men in line and e devoted and enthusiastic. The Postmasters-General have t with great ability, but the country grows so fast that the Post-Department unconsciously has lost step and fallen behind in the march of quickening enterprise.

GOVERNMENT TELEGRAPH RATES.

act of Congress approved July 24, 1866, the Postmaster-Gen- directed to establish annual rates for the telegraphic service of artments of the Government. The act says:

ms between the several Departments of the Government and their officers ts, in their transmission over the lines of any telegraph company to which given the right of way, timber, or station lands from the public domain shall rity over all other business, at such rates as the Postmaster-General shall fix.

w of the privileges granted by this act to telegraph companies cities and traverse roads everywhere, and, further, in view of that by this concession telegraph companies are permitted to e with the Post-Office Department in its business of transmit- respondence, diminishing the profits thereof to the advantage holders of telegraph companies, and, moreover, in consequence ates to members of the Associated Press syndicates throughout ntry, I proposed to the various telegraph companies that a rate be made to the Government of one mill per word which was lly two mills a word as messages are usually counted. It ing that the service should be done for one year for about

Western Union telegraph company had required the Government for a number of years past a large sum of money for what it does er customers for nothing, to wit, payment for the name of the *om which* the messages are sent, the person's name, the official

partments. No agreement was reached on a reduction of rates, a[illegible] there was no proposition of concession, except an offer of Dr. Norv[illegible] Green, president of the Western Union Telegraph Company, to exte[illegible] the circuit of 1,000 miles to 1,500 miles, at the old price, and simpli[illegible] the rate for extra words. As this offer covered only a small portion [illegible] the business of the Government, it seemed of trifling value, and t[illegible] Postmaster-General declined it.

In view of all the foregoing facts, I endeavored to obtain an excep- tional rate for the present year. The justice of my position, however, was not admitted by the Western Union Telegraph Company. The lapse of time in fixing the rates causing some embarrassment at the accounting desks of the Departments, and desiring to avoid further controversy, I felt obliged to determine the rates, which I did, waiving all other considerations and basing the same upon commercial and transportation rates to favored customers, and upon rates that had been in force for the public generally preceding the time when the Western Union Company absorbed competing lines. The rates fixed by the order of October 30, 1889, to be in effect from July 1, 1889, excluded payment for all words outside of the body words. The order was accompanied by a suggestion for the appointment of a commission to ascertain the cost and value of telegraphic service in order amicably to agree on a basis on which to fix rates at the proper time for the ensuing year.

The Western Union Telegraph Company declares the new rates fixed on the basis above mentioned to be a "confiscation of its property," and, though continuing the service, declines to accept the rate as final payment. It proposes to make its claim in the courts, but offers to submit the question of rates for this year to a board of arbitration such as proposed by the Postmaster-General to ascertain rates for the ensuing year. The entire correspondence is full of valuable information and is printed for reference on the pages following this report.

The act of Congress directs the Postmaster-General to fix rates, but gives no authority under which he may appoint a commission to inquire into the costs and value of telegraphic service. It will be necessary, therefore, if the course suggested be approved, to authorize the Postmaster-General to proceed in the premises.

I confess to a disappointment in that the negotiations with the Western Union Telegraph Company did not lead to a scheme which I hoped to submit with this report for your approval, whereby the people at large could have the benefit of telegraphic service at popular rates. It is stated that merchants, bankers, and newspapers are now the principal customers of the telegraph companies in this country. The statistics of the telegraphic system of continental countries show that a large proportion of the customers (50 per cent. is stated by some persons) are family and social messages, and not from business sources. With a lower telegraphic rate and with stations at the windows of the post-offices, to which ladies are accustomed, an entirely new class of business

would grow up, affording great convenience to many not now in the habit of using the wires. The telegraph is defined to be "an instrument for conveying intelligence beyond the limits of distance at which the voice is audible." This definition would apply equally to the post-office, and is in fact the object for which the post-office was established.

The great propriety and advantage of a united service can not be questioned from a point of convenience and economy to the people. There is no reason whatever why the night messages of the telegraph companies should not be delivered as postal matter by the first morning delivery of the carriers. This is proper post-office business, and would add to the profits of the Department. The vast net-work of wires covering the country could easily reach many of the village post-offices and benefit more people than by stopping at the railroad stations, which are often a mile or more distant from where the people live. An experiment could be easily and quickly made to ascertain whether the demand for cheaper telegraphic service exists as is claimed. It could be done without any outlay of money by the Government, and with no interference with existing telegraph interests, inasmuch as it would create, as stated, a new class of business. Moreover, many people becoming acquainted with the uses of the telegraph, would wonder how they ever managed to get along without it; and would find themselves using the swifter service as well as the limited, and financially guaranteed messages would continue to be confined to and carried by the existing corporations.

A contract should be made with telegraph lines now in operation, or that may be hereafter built, under advertisement and public bid, at the most favorable rate that can be obtained, in the same manner as the Post-Office Department now contracts with railroad companies for the carrying of letters and postal cards, connecting the wires with free-delivery and other designated post-offices, and receiving messages to be delivered in each instance at the next carrier delivery after their receipt in the city to which they are sent. Some of the free-delivery offices deliver mail ten times a day, some six, and few less than four. A Washington message to New York or Boston, announcing that the sender is leaving by train and is to be met at the station, or any kind of message which will be in season if delivered the day of starting, would fall into one of several regular deliveries at the office connected by telegraph in the other city. The slower service would answer all purposes for numbers of people. No additional expense is required for office or clerk hire. One expert telegrapher could be selected when the postal clerks are appointed. If there was sufficient telegraphic business wholly to employ one man's time, so much the better. A clerk could be assigned for this particular work and the service would be that much more likely to be profitable. Repeating the fact of no other responsibility in this limited telegraph bureau than that for ordinary mail; no *expensive system of copying and recording*; by using postage-stamps

for payments, no cash accounting needed—the low expenses would justify low rates for the people's benefit. It is believed that a rate of 1 cent a word would make a self-sustaining service and in a short time be a source of profit. If each money-order office sent but three messages per day there would be 27,000 messages, which would be a good business. Connecting the money-order offices by wire, payments of money could be telegraphed by private code to various points free, or at a trifling cost, and add to the convenience of many people.

I respectfully ask that such legislation be enacted as is necessary to empower the Postmaster-General to enter into contract with responsible parties for a term not exceeding five years, with a privilege of renewal, on conditions favorable to the Government, for the purpose of establishing a Limited Post and Telegraph Service.

OPERATIONS OF THE CIVIL-SERVICE LAWS.

The departmental six hundred and four employés are all under the civil-service rules except the heads of divisions, and the watchmen, laborers, and charwomen. The branch of the service to which civil-service rules were last applied was the railway mail service. Inasmuch as particular interest has been drawn to the re-organization of this department, I feel called upon to refer to the facts in detail. The force consisted on March 4, 1885, of 4,356 men, who had entered the service under a system of examinations and probations established in 1877 by Postmaster-General Key, by which the service attained a high degree of efficiency. A somewhat similar system as to examinations had been followed voluntarily for a number of years previously.

Changes made in the Railway Mail Service during the four years from March 5, 1885, *to March* 4, 1889.

Year.	Removals.	Resignations.	Probationer's dropped.	Deaths.	Totals by years.
March 5, 1885, to March 4, 1886	508	509	394	29	1,440
March 5, 1886, to March 4, 1887	446	453	91	25	1,015
March 5, 1887, to March 4, 1888	503	329	119	41	992
March 5, 1888, to March 4, 1889	571	664	103	32	1,352
Totals	2,028	1,937	707	127	4,799
Whole number on roll, March 5, 1885					4,356
Whole number on roll, March 5, 1889					5,334
Average clerks on the roll for each year					4,845
Total changes made during the four years					4,799

By an order of President Cleveland, dated January 4, 1889, the civil-service rules for the railway mail service were approved, to take effect upon a date subsequent to the expiration of his term of office. It was impossible for the Civil Service Commission to make proper examinations and prepare lists of eligibles by the date fixed. Upon their own letter of request to the President the time was postponed to May 1. *When the 1st of May* arrived there were yet remaining fifteen States

and Territories in which no examinations had taken place; but the President declining to extend the time, the force came promptly under civil-service rules.

It is proper to say that no other branch of the service had so many complaints against it as the railway mail service, and it was deemed best to remove immediately and rapidly inexperienced men of recent appointment, and others whose records seemed to have fallen, and replace them with as many of the old clerks as could be found, who had had long training in the service. This was an instance where the places sought the men, and not the men the offices. The years of actual service within the railway postal cars seemed the best proof of fitness for appointment.

The following tables are also instructive:

The actual changes in the Railway Mail Service from March 4, 1889, to April 29, 1889, inclusive.

Appointments to fill vacancies created by resignations, expiration of probations, and deaths		494
Other appointments:		
Old clerks restored	887	
New clerks appointed	551	
		1,438
Total		1,932
Colored men in the service March 5, 1889		36
Colored men in the service May 1, 1889		127

The total number of railway postal clerks in the service on the 4th of March, 1889, was 5,334. The re-instatements and appointments of new men from March 4 to July 30, 1889, were 1,932, leaving undisturbed 3,402 of those previously appointed; or nearly two-thirds of the whole number that were in place when this administration came in power still in place. This is so different from the current statement that I make record of the facts as a matter of information and reference.

The civil service rules became applicable to the inspector division on July 1, 1888. The work to be done by the post-office inspectors relates to depredations of the mail, defalcations, and irregularities in the offices. Their duties are complex and variable, and can rarely be measured by uniform rule. It is a personal and confidential service, requiring a class of men of the utmost quickness and discretion, men with eyes and ears that are always alert and nerves that are always steady, keen to track a stage-coach robber on the frontier or discover the missing mail on the railway post-office routes or at the postal stations, or lost in the street letter-boxes. It is imperatively necessary for the Department to obtain the highest order of talent for this delicate and indispensable service. The losses from the mail continue to be too large; the postmasters continue to need the assistance of the special agents of the Postmaster-General.

The postal department has an individuality of its own. The ordinary good clerk of the Government might suit perfectly well in any other of the civil places, but for post-office work he must almost learn a trade. There ought to be a kind of apprenticeship with promotions that would produce motion throughout the ranks from lowest to highest place. The post-office should be a school for the railway mail, the railway mail for the Department, the Department for the division chiefs, and the highest places in the service. The qualities that make a good postal clerk are of a high order—on his memory, accuracy, integrity, hang the engagements of the business and the social world. An idle minute on the railway post-office car may be felt across a continent. The unready pouch, carried past the railroad junction, goes to the next station to be returned to await the lost connection. That one wasted minute often means a mail ten hours late all the way along a run of 1,000 miles. The postal service is no place for indifferent, or sleepy, or sluggish people.

With 150,000 employés rightly selected, who feel a proper pride in representing the Government and are alive every day to improvement, the postal service would soon become the best in the world. It may be gravely questioned whether the present mode of selecting inspectors will furnish the peculiar ability which the Government should command.

SUPERANNUATED EMPLOYÉS.

In the Post-Office Department and the Sixth Auditor's Office, upon the prompt and intelligent dispatch of business in which the successful administration of postal affairs so much depends, there are nearly fifty employés who are sixty-five years of age or more. Some of these worthy people are still efficient, but a considerable number have become incapacitated through the infirmities of age from discharging the full duty demanded of the average clerk in the same grade. These have been provided with more or less easy tasks, and are permitted to continue in place. Certain others are almost wholly incapacitated by weight of years, and a few render but slight service because of continual illness. I have found one who has rendered no service whatever for about four years, and who has regularly drawn salary during the whole period. It is maintained that this person was injured while on duty in the Department, and several of my predecessors have declined to order removal.

I feel deeply that it would be a gross injustice in many instances to discharge these veterans of the service, who have spent the greater part of their manhood and womanhood in the Government service, who are without other means of support, and who have neither the opportunity nor the qualifications to secure remunerative employment elsewhere. At the same time a sense of responsibility as an executive officer urges me not to refrain from saying that the public service would be placed upon a far better plane and the departmental business would be more promptly and

intelligently conducted were these elderly clerks, worn out in the harness, replaced by younger and more active ones. The former are a constant drag and their continuance in employment means simply that the greater part of the duties which should be assigned to them must be performed by their more youthful fellows. This is manifestly unjust to the latter as well as to the Department as a whole, because it is charged with a certain number of employés each of whom is supposed to render a full equivalent for the compensation paid.

The practice of retaining these superannuated clerks through motives of humanity because no other provision is made for them has grown to be a serious embarrassment. I admit and agree to the objections urged against a civil pension list, but I respectfully suggest some action be taken to relieve the present situation. Authority to retire the clerks who have arrived at a certain age upon the report of three Bureau chiefs and allow one year's pay upon such retirement will alleviate much of the suffering which would otherwise ensue, will not involve a permanent charge upon the country, and will be of great economy and vast advantage to the departmental service. It is suggested that the necessity for some provision of this kind will become greater with the advance of time.

RESIGNATIONS AND REMOVALS.

Some statistics of appointments, resignations, and removals are interesting. The figures with reference to Presidential offices between March 4, 1889, and July 1, 1889, are as follows:

By deaths	24
By resignations	176
By expirations	105
By offices becoming Presidential	119
By removals for various reasons	136
Total	560

Of these 55 were removed upon inspectors' and other official reports; 23 others had served over four years, 22 others had an average service of nearly four years, and the remaining 36 were removed to secure a better service.

The statistics furnished by the First Assistant Postmaster-General, giving the totals of changes in offices of all classes, are as follows:

Changes from 1885 *to* 1889 *inclusive.*

	June 30, 1885.	June 30, 1886.	June 30, 1887.	June 30, 1888.	June 30, 1889.
On resignations and commissions expired	6,204	9,112	6,863	6,521	8,854
On removals	810	9,566	2,584	1,244	7,853
On death of postmasters	412	587	589	659	553
On establishment of new offices	2,121	3,482	3,043	3,864	2,770
Total	9,547	22,747	13,079	12,288	20,030

The following is a statement, taken from the records by the appointment clerk, showing the changes made in the excepted places in the Post-Office Department from July 1, 1888, to March 4, 1889, and from March 4, 1889, to June 30, 1889. The number of soldiers included are given:

Changes from July 1, 1888, to March 4, 1889	42
Soldiers appointed	4
Soldiers resigned, removed, etc	11
Of whom three were promoted to higher grades.	
Changes from March 4, 1889, to June 30, 1889	48
Soldiers appointed	8
Soldiers resigned and removed	8

Of the forty-two changes from July 1, 1888, to March 4, 1889, sixteen were for resignations and seven for removals.

Of the forty-eight changes from March 4, 1889, to June 30, 1889, twenty were for resignations and eighteen were for removals.

FOREIGN MAILS.

A wide-spread demand exists for prompt, regular, efficient and speedy mail service to foreign countries, especially to our Central American, Mexican, and South American neighbors, and to the trans-Pacific countries. It seems to be universally conceded that the policy which other nations have adopted in the treatment of steam-ships engaged in foreign mail service, of paying them liberally for such service, has caused lines to be maintained which otherwise could not have existed. The British post-office in the year 1888 expended in its foreign mail service $5,150,003, being $1,470,000 more than its receipts from this source. France, in addition to the bounty which it provides for the construction of steam-ships, pays as compensation to the ship-owner at the rate of 30 cents per mile per ton for each thousand miles traveled. Germany, Spain, and Italy pursue the same policy. The total expenditure of the United States Government to foreign steam-ships for mail service dur- the last fiscal year was $396,582.51; while the amount paid to American steam-ships for similar service was $109,829.14.

The law gives to the Post-Office Department a wide discretion in the matter of payment to railroads, coastwise steam-ships, inland steamboats, and to every species of mail transportation except only in respect to the payment to be made to American steam-ships engaged in the foreign trade. In dealing with this important factor the Department finds itself hampered by the provisions of the law enacted in 1858, which limited payment to be made to American steam-ships to the sea and inland postage actually earned. The maintenance of this law on the statute-book is probably the result of oversight. At that time the rate of postage was somewhat commensurate with the extent of the service rendered, and the average rate per half ounce for letters to the countries referred to was about 25 cents. Since then the United States entered into

postal treaties with other countries by which this rate was reduced to a maximum of 5 cents, which is one-fifth of the former rate, and this country obligated itself by such treaties to cause letters to be forwarded at that rate. All other contracting nations make compensation to steamships irrespective of this 5-cent rate.

The law referred to not having been repealed after the enactment of the postal treaties, as it was probably intended, compels this Department to restrict payment to sea and inland postage, no matter how manifestly inadequate such payment may be. It must not be forgotten that our ports are open to the vessels of every nation engaged in the foreign trade and closed only to foreign ships engaged in the coastwise business. No restriction in payment exists upon the statute-books to American ships engaged in the domestic trade, though they are protected from foreign competition. The restriction referred to does exist as against American steam-ships engaged in the foreign trade, who are compelled to encounter the opposition of foreign steam-ships, in many cases liberally subsidized, and in every case where mail carriage is performed at least liberally compensated.

There is only a single instance in which the Department is free to make contracts that afford just compensation for mail carriage from domestic to foreign ports, and that is the transportation between Tampa, Fla., and Havana. There is no reason why the principle which governs this case should not be extended to all cases in which American steam-ships are engaged. The result of this restriction is that few American steam-ships are engaged in foreign trade, and where they do exist it is because of liberal payment made by foreign governments to those steam ships for the carriage of the mail to the United States. This Government, on the other hand, pays inadequately for the outward carriage. Illustrative of this is the line from Newport News to Brazil, and also the line from San Francisco to New Zealand and Australia. Neither line could probably maintain itself except for the payment made for mails to the United States, the amount paid for outward mails being greatly disproportionate to that paid by Brazil in the one case, or the British colonies referred to in the other.

It is hardly the province of the Post-Office Department to descant upon the importance of encouraging American steam-ships to ply to foreign ports, or to lay stress upon the tremendous increase of trade with foreign nations that follows the establishment of American steamship lines between this and other countries, as has been the case in the Australian service referred to, where exports from this country have increased at a steady ratio of more than 10 per cent. per annum since the first contract was made by the British colonies with American steam-ship lines, but it is pertinent to refer to its powerlessness to contract with American ships for the purpose of securing speedy, regular, and adequate service with foreign countries; and I recommend that the

barrier which the present law creates be removed, and that the Post-Office Department be authorized in its discretion to make contracts with American registered ships of defined tonnage and prescribed rate of speed for a period of years, after due advertisement shall have been had and opportunity for competition afforded, so that while just pay may be given to the carrier the Government may be able to obtain service in all directions that it may deem important.

Should it be thought best to restrict the aggregate expenditure to be made in this direction, I call attention to the fact that the receipts from the trans-Atlantic mail service in excess of its expenditures during the last fiscal year, making no allowance for inland carriage, have been $639,617.38, and the aggregate disbursement to be made by this Department for this service, should it be deemed advisable, could be limited at least to the profits accruing therefrom.

In extending mail facilities to countries to which they do not now exist, some basis of compensation other than that of the volume of mail carried must manifestly be had. It has been suggested that the rate of postage to foreign countries should be reduced, but as these rates include, without further compensation, the performance of the attendant inland service, the present rate is quite low enough and should be maintained at least until such time as adequate facilities in the foreign service have been fully provided.

The establishment on ocean steam-ships of a system similar to that in the railway post-office cars, in order to prepare the foreign mails for instant dispatch on arrival at port, has had much attention, and the Department is now in correspondence with the postal authorities of the German Empire and one of the principal transportation companies looking to this end. The subject will require conference with each of the foreign nations before any change in the present system can be inaugurated. The adoption of a Marine Post-Office system would be a great advantage to the business world, and on days when vessels arrive after 1 o'clock in the afternoon it would often make a difference of one day's interest on remittances that under the present system can not always be delivered the same day. A Clearing-House centrally located near the steam-ship docks for the handling of foreign mails only, to transfer the outgoing mails direct from railroad stations to steam-ships without passing through the New York City post-office, and to dispatch instantly the properly separated arriving mails to the railroad stations, excepting the New York City mail, will allow the outgoing mails in each city to remain open later and speed the delivery of all incoming mails. The experiment that has been made at the Boston office in dispatching the foreign mails direct to the ships, instead of through the New York office, has clearly demonstrated the practicability of keeping foreign mails open longer in the interior cities.

SUNDAY MAILS.

Early in the present administration the subject of Sunday mail service was brought forcibly to the attention of the Department through numerous letters and memorials from individuals and associations. On the 18th of May last a circular letter was addressed to the postmasters at one hundred of the largest post-offices in the United States. The following is a copy:

SIR: With the view of ascertaining the relative importance of the receipt and dispatch of mails at post-offices and the delivery therefrom to the public on Sunday, as compared with the same on the other days of the week, and in order to reduce the work on that day if it should be found practicable and proper, I will thank you carefully to collect information on the following points as applied to Sundays in the coming month of June, and make report thereon in detail to me, to wit:

(1) The amount of postage-stamps, postal-cards, newspaper wrappers, etc., sold at your office on each Sunday in June.

(2) The number of callers at your post-office on each Sunday in June.

(3) The number of mails dispatched and received on each Sunday in June and the approximate extent of such mails.

(4) The number of letter-carrier collections, the approximate extent of the mail matter collected, and the hours at which the several collections were made.

(5) The number of employés on duty each Sunday and the hours of service of each.

I shall also esteem it a favor if you will submit to me, with these replies, any suggestions which may occur to you, after careful thought, as to the means and the mode of reducing Sunday work in post-offices.

The replies to the queries were received in due time, accompanied in many instances by suggestions, and they were tabulated so that results might be seen more readily. They show that as a rule the sales of postage-stamps and stamped paper on Sunday are comparatively insignificant, and that the callers for mail matter on that day comprise but a very small proportion of the patrons of the post-offices. The letter-carrier service in cities is confined substantially to the collection of matter so that it may make the earliest dispatch, and to a brief accommodation of the residents of the various routes by the carriers at the post-offices.

The general tenor of the suggestions as to the means and the mode of reducing Sunday work in the post-offices seems to be that so long as there is maintained a railroad service on that day for the carriage of mails there must be either a corresponding local service for the handling and treatment of the matter so carried or quite a general delay of such matter, resulting in considerable accumulations for the first business day of the week, and in the consequent derangement of the business, both of the post-offices and their patrons.

This subject shall continue to receive my thoughtful consideration, and I shall make use of all proper means tending toward the minimizing of post-office work upon Sunday, because I believe that the Government should, as far as possible, make no requirements which will prohibit its employés from the enjoyment of a day of rest.

I have inquired somewhat as to the way in which this question is *dealt with in other countries, and have* been much interested in the

information gained as to Sunday service in the postal establishment of Great Britain. The post-offices in the London district are closed on Sundays, with the exception of a few which are open during certain hours for the receipt and dispatch of telegrams only. There appears to be a total cessation of postal business in that great city upon Sunday. Such is not the case, however, in the town districts, with the method adopted as to the treatment of the subject in its application to the smaller post-offices. In one respect, at least, the Sunday service at British post-offices is more extensive than in this country, namely, that at all offices which are open on Sunday, the public are allowed, not simply to purchase postage-stamps, but also to have letters registered during the time such offices are open, namely, from 9 to 10 in the morning, and one other hour at least. Neither registry nor money-order business is transacted in any post-office in the United States on Sunday.

The British regulations state that in no provincial town in England or Ireland is there more than one delivery of letters on Sunday. As a rule, there are no deliveries in this country on Sunday. It is provided that any person may prevent Sunday delivery of his own mail by addressing to the postmaster a written request for the retention of such mail in the post-office. Applications for the discontinuance of the delivery of letters on Sunday in the town districts can only be entertained provided they are supported by the local town authorities, and that satisfactory evidence is afforded that the inhabitants are unanimous, or substantially unanimous, in desiring the change; and in rural districts every memorial for the establishment or discontinuance of a Sunday post must bear the signature of those persons who receive two-thirds of the letters delivered upon the post, otherwise the application can not be entertained.

I shall study this subject with the hope of finding some plan to give effect to the will of the majority of the patrons of each office.

RAILWAY MAIL.

The traveling postal-car, though a familiar sight, has but few real acquaintances among the people. It thunders on day and night over every railroad, full of bustling clerks, taking up sacks of mail, sorting them between stations and laying them down at proper destinations. Over five thousand men, full of intelligence and pluck, are on their feet swinging to the motion of the train, exposed to danger, deprived of their homes, making ready tons of letters and newspapers for quick deliveries.

The railway mail is the spinal column of the service. The most diligent and persistent effort has been made to strengthen it and with great success. The broken links have been mended, the cables of transit have been tightened and quickened. The transportation companies have shown a most gratifying interest in the request for special schedules for fast limited trains for mails only, and not for passengers. Probably no public service ever had a more devoted and enthusiastic

set of division superintendents than the railway mails, and the high-water mark for this service has been raised very high.

The new transcontinental mail made its first trip from New York to San Francisco, starting from both termini on the 17th of November. It ran through on time by a specially arranged schedule, which reduced the time westward from one hundred and twenty-eight hours and fifteen minutes to one hundred and eight hours and forty-five minutes, so that deliveries will be made in San Francisco a full day in advance of the present time. Eastward, the former time was one hundred and forty-one hours; this has been reduced to one hundred and twenty-one hours; and by this change also a full day is substantially gained to the business man of New York; and it may be suggested also that this quickening of the trans continental service means corresponding benefits to all intermediate regions.

Figures do not adequately convey an idea of the extensive operations of the Railway Mail Service. At the close of the last fiscal year mail service had been authorized upon 150,381.50 miles of railroad, upon 133,110.43 of which postal clerks were employed. There are forty-five inland steam-boat lines, aggregating 5,543.78 miles, on which postal clerks rendered service. The total number of clerks on railroad lines was 4,947, and on steam-boat routes 51; a grand total of 4,998 men, who traveled 124,021,032 miles on railroads and 1,849,703 miles on steamboats in the performance of their duties. They distributed 7,026,837,130 pieces of ordinary mail, and handled 16,000,000 registered pouches and over 1,100,000 through registered pouches and inner registered sacks. The increase in the number of pieces of ordinary mail matter distributed over the preceding year was 1,192,146,255. The number of postal clerks on railroads increased by 306 and the number of miles in distance by 6,602. In the annual miles of service performed there was an increase of 82,054, or nearly 5 per centum.

MONEY-ORDER TRANSACTIONS WITH FOREIGN COUNTRIES.

An examination of the table giving the number and amount of the money-order transactions with foreign countries shows that the aggregate amount of money-orders issued in the United States for payment in European countries largely exceeds the aggregate amount of money orders issued in those countries for payment here. For example, the whole amount of money-orders issued in this country for payment in the United Kingdom was $5,117,169.05, and the amount issued there for payment in the United States was only $860,065.80. The amount issued in this country for payment in Italy was $920,155.50, and the amount sent here from the latter country by money-orders was $53,098.66. The amount remitted to Sweden by money-orders was $743,905.07, and the amount received from Sweden was $74,421.11. This great excess in the amount of money-orders issued in the United States for payment *in the above mentioned countries is to* be accounted for by the

fact that these money-orders represent remittances sent by emigrants from those countries, residing here, to aid their families and relatives at home, but in some instances these remitters sent their money to be deposited in Government savings-banks, to there remain until their return to their own country.

The table in question shows, on the other hand, that the aggregate amount of remittances by money-orders to the United States from the British West Indies, Japan, the Hawaiian Islands, and the Australasian Colonies of Great Britain largely exceed the amount of money-orders issued here for payment in those countries. For instance, the amount of money-orders issued in this country for payment in Jamaica was $2,578 only, while the amount of the orders issued in Jamaica for payment here was $82,656.74; the amount of the orders issued in the United States for payment in the Hawaiian Islands was $4,734.28, and the amount of the orders issued there for payment here was $29,666.39; this country issued money-orders to the amount of $11,247.05 payable in Japan, while that country issued for payment in the United States money-orders amounting to $22,217.89; and money-orders amounting to $12,660.89 were issued in this country for payment in New Zealand, the latter country issuing for payment here money-orders amounting to $19,029.86.

The excess of money-orders from the above-named countries paid in the United States is explained by the circumstance that these money-orders were sent mainly in payment of goods and miscellaneous small articles purchased in this country, there being but very few emigrants from the countries in question residing here.

It will be observed that the amount of money-orders issued in Jamaica and paid in the United States exceeded by $8,235.63 the amount of money-orders issued in Sweden and paid here, while the amount of money-orders issued in the United States and paid in Sweden was greater by $741,327.07 than the amount of orders issued in the United States for payment in Jamaica.

In the international money-order business between this country and Canada the difference between the amount of orders issued in each country for payment in the other is comparatively small; the amount of orders from the United States paid in Canada being $1,281,897.69, and the amount of orders from Canada paid in the United States being $1,419,271.42, a difference of $137,373.73.

Although there are numerous Canadians living in the United States who send remittances to relatives in their native country, the amount of money-orders remitted to this country from Canada in payment of articles purchased here and of subscriptions to newspapers, periodicals, etc., more than counterbalances the amount of what may be termed "family remittances" sent home by Canadians residing here.

The object of the money-order system is to afford facilities to the public for the transfer, at cheap rates, of small sums of money.

Money-orders may be regarded as taking the place in the mails of paper money, which, in the absence of the money-order system, would generally be transmitted in ordinary letters by remitters of small sums, of whom a large proportion are unaccustomed to the use of bank drafts, which are, moreover, not readily procurable in many localities. The use of money-orders not only affords to the senders security from loss, but tends to exclude money from ordinary letters, in which the presence of money is always, in some degree, a source of temptation to persons handling the mails, and not infrequently brings about the rifling of the mails and the destruction of many letters in the search for contents of value. Some European postal administrations prohibit the inclosure of money or of articles of jewelry in an ordinary letter; if discovered therein, the letter is charged on delivery with a heavy fee in addition to the ordinary postage.

In the interest of the public as well as the postal service, the employment of money-orders for the remittance of small sums of money by mail should be extended as widely as possible. In furtherance of that object it would seem expedient for the Department to supply postmasters at the smaller money-order offices with circulars for distribution, in such manner as they might deem best, setting forth briefly the convenience and utility of the money-order system, of which many persons have no practical knowledge.

THE FREE DELIVERY SYSTEM.

There are at present 446 offices that accommodate the people with the mails at their doors. This is only about one-sixth of the number of Presidential offices; the other 2,216 oblige their patrons to call at the offices for the mail. Under existing law the extension of the free delivery is limited to cities of a population of 10,000 persons, or a gross revenue of $10,000 annually. While this law stands the extension of the best form of postal regulations must be very slow. It is recommended that all places of a population of not less than 5,000, or where the post-office has shown a gross revenue of $7,000 for the previous fiscal year, shall have the benefit of the free delivery system. This will extend the service to all the second-class offices, and to some of the third class, but in order to do this it will be necessary to amend the law to give the proper authority to the Post-Office Department.

BUILDINGS LEASED FOR POST-OFFICES.

On the 30th of June, 1889, the Department held leases on buildings occupied by post-offices and sub-stations to the number of three hundred and eighty-seven, at an aggregate rental of $349,535.50, and an average rental to each office of $856.43, and to each sub-station or branch post-office of $1,158. Of these leases five of them only are ex-

ecuted for offices of the third class. At the date named above one hundred and twenty-six post-offices occupied buildings or parts of buildings owned by the United States, and between twenty-four and twenty-five hundred offices of the first, second, and third classes occupied premises owned by private parties, all without leases except the number stated above.

The law authorizes the payment of rent at offices of the third class not exceeding $400 to any one office, and limits the term of lease at such offices to one year, although a term not exceeding five years is permitted at offices of the first and second classes. I fail to see any reason for this distinction, and I recommend that in this respect third-class offices be put on the same footing of those of the higher grades. One of the advantages of leasing for a term of years is the facility thus afforded of obtaining cheap rental. The owner of a building would, as a rule, be willing to let his premises at a lower price for five years than for one year. There is, therefore, economy in reasonably long leases, and there is no risk to the Department in making the term uniform at five years, in view of the fact that one covenant of the lease in use revokes it at the pleasure of the Postmaster-General whenever the revenues of the office bring it below the class at which rent may be paid by the Depatment, and the further fact that any lease may by its terms be terminated on a notice of ninety days. The advantages in all such cases are on the side of the Department.

I recommend, also, that in order to secure buildings especially adapted to the use of post-offices, the Postmaster-General should be allowed some discretion as to the length of the lease term. It is believed that in many instances new buildings would be erected by the owners, on plans suggested by the Department, and at no greater cost than under the existing provisions of law, if a lease of ten years were permitted, and I suggest that such changes in the law should be made as will admit of the exercise of this discretion in certain cases.

I renew the recommendation of Postmaster-General Vilas in his annual report of 1887, for the construction of buildings by the General Government for the exclusive use of post-offices at towns and cities containing a certain population, or where the gross revenues of the office reach a certain sum; and I suggest that such buildings might be erected at the free-delivery offices. At such places the rent now paid largely exceeds the average cost for rental named above. But if it did not exceed the sum of $856.43 (the average cost per office) there would be economy for the Government by ownership of said buildings, for I am well convinced that they could be constructed and fully equipped at an average cost that would bring the annual interest thereon at Government rates greatly below $800 each.

PENNY POSTAGE.

One cent postage is an easy possibility of the near future. It must come as a matter of course. If introduced to-morrow the cutting in half of postage would reduce the revenue on letter postage by probably $15,000,000. We are not ready for this while the present deficiency exists. When the blessing of penny postage comes it should not require a tax in some other form to make up its cost. Moreover, it would seem to be wiser first to improve the facilities rather than to reduce the postage while the service still remains conspicuously imperfect. Many remote places have but one mail a week. Others are only one-half as fortunate. Sparsely settled portions of the country have very limited accommodations owing to the high cost of transportation.

Four new States have just been admitted to the Union, which will claim and urge rights for generous mail facilities in the interest of rapid emigration. Numerous reforms throughout the mail service are earnestly demanded. The whole system needs tightening up and vitalizing. We must needs work in that direction for a year or two and try to reach something near a self-sustaining basis. Do first the things most needed, and do them well. Accelerating and extending facilities in all directions would increase the revenue and rapidly bring us on towards penny postage. Everything can not be done in any one year. The new postal-card of large size, very soon to be issued, is almost large enough to be called a letter-postal card. It is as near penny postage as we can get at present.

POSTAL SAVINGS-BANKS.

If the letters and arguments presented at the Department and articles in the newspapers are an evidence of interest in this subject there is a steadily growing sentiment in favor of the Government offering through the post-offices a depository for savings. Foreign countries have for many years past extended these conveniences for the people and good results are reported without exception.

The report of the Postmaster-General of Great Britain for 1889 says:

> The growth of business in the savings-bank has been exceptionally rapid during the year 1888. * * * The deposits in the year numbered 7,540,625, amounting to $95,261,130, as against 6,916,327 and $82,679,660, the number and amount for the year 1887. The withdrawals were 2,633,808 in number, amounting in all to $79,013,675, showing an increase of 137,514 in number and of $5,612,280 in amount over the number and amount for 1887. As a net result of these transactions, a total sum of $292,781,970, including interest, remained to the credit of depositors on the 31st December, 1888, being an increase of $22,911,645 for the year as compared with an increase of $15,498,635 in 1887. The amount of interest credited to depositors was $6,664,190, or $443,820 more than in 1887.
>
> The greatest number of deposits on one day was 60,936, amounting to $907,445, and made on the 31st December. The greatest number of withdrawals on one day was 20,348, amounting to $446,985, made on the 18th December. The average amount of each deposit was £2 10*s.* 6*d.*, as compared with £2 7*s.* 10*d.* in 1887. * * * The *average amount of each withdrawal was £6, as* compared with £5 17*s.* 7*d.* in 1887.

The number of accounts opened in 1888 was 887,460 and 618,294 were closed. T corresponding numbers for 1887 were, respectively, 794,592 and 574,252. The to number of accounts open at the end of the year was 4,220,927, distributed as follo

	Number.	Proportion to population.	Averag balance d to each depositc
			£ s.
England and Wales	3,900,334	1 to 7	13 17
Scotland	148,288	1 to 27	8 6
Ireland	172,305	1 to 28	18 16

The total number of post-offices open for the transaction of savings bank busin on the 31st December, 1888, was 9,022, or 302 more than in 1887, of which 254 w opened in England and Wales, 28 in Scotland, and 20 in Ireland.

The fact that over four millions of persons (4,220,927) in the kingd of Great Britain alone take advantage of this means of security a saving is certainly significant. Not less so is the sum of nearly th hundred million of dollars ($292,781,070) to the credit of the deposit on January 1, 1889. But the amount of self-reliance, thrift, and g citizenship encouraged by this feature of the Government is beyc any calculation.

To connect more intimately countless numbers of citizens with t country is a patriotic service. It would tend to weaken incipient c turbances; it would aid in breaking down sectional feelings. The St and private savings banks in many of the States where small depo can be made are comparatively few in number. In some parts of country there are no such opportunities offered. The chimney cor the trunk, the closet, and the old stocking hide another surplus, unlike that heaped up in the Treasury; and practically it is as m withdrawn from circulation. To offer needed security to these milli striving to be provident, to encourage other millions now thoughtle improvident, and bind closer to the nation all those who are benefi men, women, and children alike, is worthy of the loftiest statesmansl

The grave question at the threshold is what to do with the mo deposited; how to put it into circulation and make it earn an inter The claim sometimes made that for the Government to take up t business would be an interference with the banks and savings fu will not hold good. I maintain that the habits of saving engende would be widely felt and increase the savings of all who are alre depositors. Besides, but few of the existing institutions can afford bestow their labor on receiving sums as small as those which the po savings bank would invite. Fixing a limit to the amount of depo at $150 from any one person in one year would tend to turn away fi the post-office banks to other banks and savings funds the aggrega deposits as soon as sufficiently large to be desirable to financial in tutions.

I suggest early consideration of the question of establishing postal savings banks at 10,000 of the fourth-class offices in towns where such facilities are most needed, leaving the extension of this privilege to be determined after a trial of two years. There are three plans: First, to accept limited deposits, upon which interest at the rate of not more than 2 per cent. be paid; second, if objection be made to the Government obligating itself to pay interest, accept deposits with an agreement to invest and distribute their earnings less one-eighth of 1 per cent. for the cost of the service; third, if it is deemed inadvisable to undertake any such obligation, offer the post-offices as depositaries without interest, affording the people the convenience and safety. In each case the Secretary of the Treasury would loan the money, equitably distributing it to the banks in the States where the deposits originated to keep it in circulation, requiring United States bonds as security, and interest, if the Government pays interest, but not otherwise.

The suggestion of a modified plan for small savings is made in case the other plans are disapproved; that authority be given to the Department to redeem for cash under regulations prescribed by the Postmaster-General all undefaced postage stamps or postal cards when presented at any post-office on savings cards in multiples of $1. While this would be the least important of the four schemes, I believe it would find a hearty response among the toiling people, especially the younger and smaller wage-earners.

THIRD AND FOURTH CLASS MATTER.

The distinctions existing between mail matter of the third and fourth classes are not easily ascertainable. The third class embraces miscellaneous printed matter consisting of books, circulars, etc. The rate of postage is 1 cent for each two ounces. Fourth-class matter comprehends articles of almost every conceivable character not above 4 pounds in weight. The only restriction besides that of weight is that the article shall not be of such a nature as to injure the contents of the mail-bag or to harm the person of the carrier. Postage is chargeable at 1 cent per ounce or fraction thereof. The shadowy distinctions between the two classes are a fruitful source of difficulty alike to the public and to the postal service.

The law officers of the Department are often at a loss in determining to which of the two classes certain matter belongs, and it is only to be expected that frequent disputes should arise between postmasters and their patrons on the subject. For instance, a postal regulation provides that samples of printed blanks shall be treated as third-class matter if designed to show the quality of the printing, and as fourth-class matter if intended to show the quality of the paper. In most cases the matter in both classes is of a commercial character, and there appears to be no good reason for making a discrimination in the charges for postage.

The carriage of fourth-class matter has proved to be of much benefit

to people living in the rural districts and on the frontiers. To these the only way open to procure small articles from a distance is through the mails. The express offices are confined to the more populous localities. There is hardly a community in the land too insignificant to be visited by the mail pouch. This country, while more advanced in respect to other classes of mail matter, is more conservative in the use of the mails for the transportation of parcels. Official statistics show that in the aggregate of ten of the principal European countries, the average charge for letters, reduced to our standards of value, is 5⅞ cents to an ounce of written matter, our rate being 2 cents per ounce; for newspapers regularly issued it is 4½ cents per pound, our rate being 1 cent per pound; for miscellaneous printed matter it is 6 cents per pound, our rate being 8 cents per pound; and on samples it is a little less than 6 cents, our rate for fourth-class matter, which includes samples, being 16 cents per pound.

Our foreign parcels-post system has led to a curious anomaly in our postal system. To compete with European nations in the sale of goods in the southern part of this hemisphere an international parcels-post system has been established between the United States and certain South American countries. By this arrangement goods are sent, up to a maximum of 11 pounds, in weight at a charge of 12 cents per pound. The parcel sent abroad, besides being carried through the domestic mails, is subject to an extra charge to the Government for transportation by sea. At the same time a parcel sent by mail from New York to a citizen living the shortest distance from that city is subject to a charge of 16 cents per pound and is not allowed to exceed 4 pounds in weight.

The statistics show that fourth-class matter bears a comparatively small proportion in the total volume of the mails. By my direction a record was made of the number of pieces and weight of each of the several classes of mail matter (except second class) dispatched on the 22d and 23d of October last from ten of the leading first-class, ten of the leading second-class, ten of the leading third-class, and ten of the leading fourth-class post-offices. The period selected was in the midst of great activity in trade, and it therefore represents more than a fair average of the entire bulk of fourth-class matter carried during the year. The post-offices selected would also mail an undue proportion of the fourth-class matter sent from all the post-offices.

The record shows that of the total of 5,983,805 pieces mailed at the forty offices during the two days in question, 3,382,571, or 56.5+ per cent., were letters; 528,076, or 8.8+ per cent., were postal cards; 8,907 or 0.15 per cent. were wrapped parcels under seal at letter rates; 1,962,925, or 32.8 per cent., were third-class matter, and only 101,326, or 1.7 per cent., were fourth-class matter. The total weight was 360,663 pounds, of which 69,849, or 19.3+ per cent., were letters; 2,772 pounds, or .7+ per *cent., were* postal cards; 2,776 pounds, or .7+ per cent., were wrapped

parcels under seal; 242,447 pounds, or 67.2+ per cent., were third-class matter; and 42,819 pounds, or 11.8+ per cent., were fourth-class matter. The average weight per piece was three-tenths of an ounce for letters, eight one hundreths of an ounce for postal cards, four and nine-tenths ounces for wrapped parcels under seal, one and nine-tenths ounces for third-class matter, and six and seven-tenths ounces for fourth-class matter. The average distances carried were 386 miles for letters, 339 miles for postal cards, 430 miles for wrapped parcels under seal, 558 miles for third-class matter, and 599 miles for fourth-class matter. The statistics will be found in greater detail in a table attached to this report. Appended to the table are extracts from nearly all the postmasters at whose offices the count was made as to the advisabilily of consolidating third and fourth class matter. Almost without exception they favor the step for reasons which are strongly presented.

The logic of the trifling average weight and small total of fourth-class matter carried is that the present rate of postage is prohibitory, and that the patronage from this class of matter arises more from necessity than from choice because of the lack of other means of transportation. The express companies graduate their charges somewhat by distances, and they offer special inducements for packages not above the limit of weight fixed for admission into the mails. The result is that they get the short hauls, leaving the long hauls to the Government.

Two courses have been suggested, first, to consolidate third and fourth class matter, not increasing the weight of packages reducing the postage to that of third class, which would be 1 cent for 2 ounces instead of 1 cent per ounce. The other course is to adopt the full parcels post, and carry, under certain regulations, packages not exceeding 11 pounds in weight at 1 cent per ounce. Continual and cogent reasons are presented from all parts of the country favoring one or the other of these propositions. There is undoubtedly a desire among the people of all communities to be placed in direct communication with the markets of all the cities. While the express companies perform excellent service, they do not deliver goods to the smaller towns, villages, and cross-roads enjoying post-office conveniences. The express companies carry packages to the larger towns, from which notification is sent to the smaller village, involving trouble and cost to such an extent that a constant pressure is brought to bear upon the Post-Office Department for relief.

The larger view is widely held and stoutly urged that the Government, having undertaken to carry merchandise in the mails, is bound to do the work as well and as cheaply as its competitors and to such extent as will give the greatest good to the greatest number. I have considered the subject very carefully and submit that we are not now prepared to consolidate the third and fourth-class matter, or to undertake the service of a full parcels post, for the following reasons: First, almost all the post-office buildings are overcrowded and space could

not be found in them to accommodate an enlarged package business; second, the R. P. O. cars are all insufficient for the present mail business, the Department being obliged to forward almost two-thirds of the postal cards and envelopes by freight in order to afford requisite relief for mail matter; third, the readjustment of transportation and star-route contracts would first be necessary to provide proper remuneration for carrying the additional mail; fourth, the exact profit or loss on fourth-class business now being done by the Department should be ascertained before any enlargement takes place.

If it be true, as is maintained, that the carriage of fourth-class matter would entail loss to the Department, no further enlargement should be made while the postal revenue falls so far short of the expenditure; neither is it just to favor one class of patrons at the cost of all others. If any subsidy is granted any class or section of the country, the compensation ought to be clearly apparent in some other direction. Whatever postpones one cent letter postage for domestic letters (and perhaps for foreign letters) should not be favored except so far as is necessary to improve along the best lines on which the Department is now working.

PROPER INSPECTIONS.

The losses in the transit of mails are so many and large as greatly to impair the reputation of the Department. It has been stated that capitalists recently organized an insurance company to guarantee, to a limited extent, losses from the non-delivery of mail matter. This is certainly a humiliating state of things, and no time should be lost in changing the conditions that produced this result. It will be necessary to add local inspectors at many points, and to provide for a stricter surveillance at all places where the property intrusted to the care of the Department is handled. Consolidating all the now divided inspection force; supplementing it with a corps of local inspectors, and confining the work of the inspection department entirely to accounts, depredations, misuse of mails, and confidential matters concerning the offices and clerks, will improve the character and conduct of many offices.

It is astonishing to find how little is really understood about the postal system. The appointment of supervisors, according to the plan outlined, charged with the education of the postmasters and the clerks in order to advance the standards of management and the general conduct of the post-offices, will relieve the inspecting force, and while giving them an opportunity to do their work better it will also have the advantage of bringing into frequent contact with the postmaster and the business of the office a needed and regular superintendence that can not in any sense be associated with the confidential work implied in the present inspection official. The appearance of a post-office inspector in an average town is often the signal for foolish gossip not at all agreeable to the postmaster or his family; the visits are never intended to be annoying, but the fewer there are of them, within the limit of the proper care *of the offices, the better.* It is the rule not to make public the reports

of the inspectors. When removals from office are made on such reports it is recommended that it be so stated.

SOME OF THE WORK OF THE YEAR.

At the close of the year ended June 30, 1888, there were in operation 2,488 post-offices the postmasters at which are subject to appointment by the President, and 54,888 post-offices the incumbents at which were appointed by the Postmaster-General. During the last fiscal year the number of Presidential post-offices increased by 196, and the number of fourth class post-offices by 1,427. The number of post-offices established was 2,770 and the number discontinued 1,147. Both as regards establishments and discontinuances, there was a marked decrease as compared with the preceding fiscal year; in the former of 1,094 and in the latter of 498. The net increase in the number of post-offices was largest in the States of Pennsylvania, North Carolina, California, Alabama, Tennessee, and Michigan, in the order named, while there was a net decrease in both Rhode Island and Kansas.

The last fiscal year marked an increase of 43 in the number of free-delivery post-offices, and of 1,911 in the number of letter-carriers. The latter circumstance is attributable to the limitation placed by the act of May 24, 1888, upon the hours of employment of letter-carriers. There was an unexpended balance of $42,058.10 out of an appropriation of $7,000,000. The postage collected upon local matter exceeded by $279,647.12, or $12\frac{16}{109}$ per centum, the total cost of the free-delivery service. The average cost of delivery per piece increased from two mills to two and two-tenths mills, while there was a small decrease in the average cost per carrier, and a decrease of a little over 10 per centum in the number of pieces handled per carrier.

The Division of Post-Office Supplies received during the year the large total of 184,262 requisitions from postmasters, and supplied thereon 277,632 packages or sacks of goods of various sorts. These articles are purchased for the greater part under the provisions of annual contracts.

The sixth annual adjustment of salaries of postmasters at Presidential post-offices was made upon the basis of the gross receipts accruing at the respective offices for the four quarters ended March 31, 1889, under which 102 offices were assigned to the first class and 517 to the second class and 2,033 to the third class. The two former, making a total of 619, come within the provisions of the act of March 2, 1889, in regard to the classification of salaries of clerks in post-offices. Six thousand six hundred and fifty-nine allowances for clerk hire were made, an increase of 21 per centum, and 7,402 allowances for rent, light, and fuel, an increase of 245.6 per centum. These were occasioned by the extension of such allowances under authority of the act of July 24, 1888, to post-offices of the third class, and to the readjustment of such allowances for *first and second class* post-offices. Ten thou*sand and sixty-eight allowances for miscellaneous* items were made,

an increase of 23.9 per centum, and 780 allowances for furniture, an increase of 4.3 per centum. The aggregate amount involved in all the readjustments of postmaster's salaries amounted to $4,643,900

The aggregate amount of salaries of Presidential postmasters will absorb 10.61 of the revenue of their offices, or thirty-one one thou. sandths per centum less than the percentage shown by the review of the preceding year, while these offices furnish over 75 per centum of the revenues of the Department. The review of salaries of postmasters of the third, fourth, and fifth classes, under the act of March 3, 1883, has been completed, and appropriations to pay claims thereunder have been made by Congress to the aggregate amount of $1,221,350.

The annual rate of expenditure for inland mail transportation at the close of the last fiscal year was $34,024,107.94, and the service included 15,077 star routes of an aggregate length of 233,331.81 miles, costing $5,228,387.07; 6,344 mail-messenger routes whose total length was 5,023.27 miles, the cost thereof being $949,188.85; there were 128 steamboat routes, the length of which was 10,597.87 miles, and the expenditure $446,032.48; 2,113 railroad routes costing $19,441,095.78, comprising an aggregate length of 150,381.53 miles, while for 156 post-office car routes, the length of which was 26,659.85 miles, the cost was $2,198,517.55. The annual rate of payment on account of 5,448 railway postal clerks amounted to $5,268,600. The sum of $196,630.83 was paid for mail equipments, and certain necessary and special facilities on trunk lines involved an expenditure of $295,655.38.

In all classes of the mail service in operation on the 30th of June, 1889, it is shown that there were 25,661 routes, an increase of 792 or 3.18 per cent.; that the total length of the routes was 416,159.14 miles, an increase of 12,182.19 miles, or 3.01 per cent.; that the annual rate of expenditure was $34,024,107.94$\frac{7}{8}$, an increase of $2,567,260.58$\frac{1}{8}$, or 8.16 per cent. The total number of miles traveled per annum was 310,901,884.31, an increase of 23,650,828.55, or 8.23 per cent. The rate of cost per mile traveled was 10.94 cents, the same being a decrease of 0.01 cent, or .09 per cent. As to the rate of cost per mile of length, which was $81.75, there was an increase of $3.89 or 4.99 per cent. The average number of trips per week was 7.18, which was an increase of .35, or 5.12 per cent.

While there has been an increase of over 11 per cent. in the number of miles of star service traveled per annum during the last nine years, there was a decrease in the annual rate of expenditure therefor of nearly 7 per cent. In the steam-boat service there has been a decrease in the same period of over 17$\frac{1}{2}$ per cent. in miles traveled and a decrease of over 24 per cent. in the annual rate of expenditure, with a decrease of over 8 per cent. in the cost per mile.

During the year the total number of pieces of postage-stamps and stamped paper was 2,818,565,321, of the aggregate value of $52,921,784.17, *an increase in number* over the fiscal year ended June 30, 1888,

of 117,930,151 and in amount of $2,285,462.33, the former being 4.33 per cent. and the latter 4.51 per cent. The decrease shown in the issue of newspaper wrappers is attributable chiefly to the practice of publishers in including occasional papers in their regular second-class mails at pound rates and to the circumstance that the present size and shape of the 1-cent wrapper are unsuitable for large packages now very frequently sent under the reduced-postage rate of 1 cent for 4 ounces. The continued unpopularity of the letter-sheet envelopes is shown by the decrease of over 62 per cent. in both the number and value of those issued.

The total number of pieces of mail of all kinds registered during the year was 14,061,866, an increase of 384,697, or 2.8 per cent. There was a corresponding increase of $25,928.10, or 2.3 per cent. in amount of registry fees collected. The ascertained losses were 715, and the estimated losses, allowing for the same proportion in outstanding as in closed cases of investigation, are placed at 435, making an estimated total of 1,150, or one in every 12,227 registered pieces handled. The volume of mail matter registered for which postage was paid has increased in the twelve years over 213 per cent.

The total weight of mails dispatched by sea to foreign countries was 4,111,852 pounds, of which 683,131 pounds consisted of letters and postal-cards and 3,428,721 pounds of other articles. Over 89 per cent. of the former and 74 per cent. of the latter were destined for transatlantic countries, and of the transatlantic mails 42 per cent. of the letters and 50 per cent. of the other articles were for Great Britain alone, while about 20 per cent. of each was intended for Germany. The increase in weight of the transatlantic letter mails was 32,497 pounds, or about 5.59 per cent., and of other articles for transatlantic countries 278,061 pounds, or 12.30 per cent. The increase in foreign mails for other destinations was 7,021 pounds of letters and postal-cards, or 11.24 per cent., and of other articles 127,668, or 16.73 per cent. The aggregate increase of letter mails was 6.14 per cent., and of other articles 13.42 per cent. Vessels of United States registry received $1.60 per pound for letters and postal cards and 8 cents per pound for other articles, while vessels of foreign registry are paid but about 44 cents for letters and postal-cards and about 4½ cents for other articles.

The gross amount of compensation paid for transatlantic service was $379,642.68, all of which was paid to vessels of foreign registry, except the insignificant sum of $1.10 to the American line for carrying 311 grams=11 ounces of letters. For trans-Pacific service there was paid to vessels of United States registry $52,821.73, and to vessels of foreign registry $6,741.38, while for miscellaneous services vessels of United States registry received $57,006.31, and vessels of foreign registry $10,199.55. The total cost of the transatlantic service was $379,642.68, of the trans-Pacific service, $59,563.11, and of the miscellaneous service, *including Canada, Mexico,* Central and South *America, and the West Indies, $67,205.86.*

There was paid the Panama Railroad Company the sum of $8,989.49, to which should be added the amounts paid to steam-ship companies for the sea conveyance of closed mails of foreign origin, and to foreign countries for the intermediary transit of closed mails of United States origin, as well as for open mail matter of United States origin, and likewise the expense of the postal agencies at Panama and Shanghai, and of this Department's share of the maintenance of the International Postal Bureau of Berne, together aggregating $172,141.36, making the total cost of the service $687,542.50. From this amount there must be deducted the amount received by the United States Department for the intermediary transit of closed mails of foreign origin, for intermediary transit of open mail matter of foreign origin, and the amount collected as box rents at the postal agency at Shanghai, amounting together to $166,204.47. The actual net cost of the service is therefore $521,338.03.

The Superintendent of the Dead Letter Office makes the gratifying exhibit that there was a decrease of 10,983 pieces of mail matter as compared with the number received during the preceding fiscal year. The total number of pieces treated in this branch of the Department was 6,479,293. Of the total number 5,494,225 letters were opened, and 170,870 were delivered unopened, while 261,956 ordinary letters without valuable inclosures, which have been sent to the writers and returned on account of failure to deliver, were destroyed; 542,736 foreign letters and parcels were returned to the country of their origin or delivered to the addressees. Of the letters opened in the Dead Letter Office, 2,096,497 were delivered, and of these 1,838,768 contained nothing of value, the remainder having inclosures of money, drafts, miscellaneous papers, photographs, etc. Seventy-five thousand one hundred and seventy-five letters and parcels failed of delivery and have been filed subject to reclamation, and 3,527,504 were destroyed.

The total value of the inclosures of letters returned to owners or in course of restoration is $1,534,909.12, and the revenue derived from dead mail matter, comprised of the amount separated from dead letters that could not be restored to the owners, and the amount realized from the annual auction sale of parcels of merchandise, which could not be restored, was $12,103.72, while $1,943.07 worth of postage-stamps were destroyed under supervision. Magazines, pamphlets, illustrated papers, etc., to the number of 17,188, the owners of which could not be found, were distributed among the various hospitals and charitable institutions of the District.

THE NEW CLASSIFICATION.

The administration of the Post-Office Department was greatly embarrassed at the outset in putting into operation the act of March 2, 1889, which related to the re-adjustment of the duties and the salaries of clerks in the larger post-offices. The law required the classification to take effect July 1, and while it raised the salaries of the lower *grades, it failed to make* adequate appropriation for the same, in con-

sequence of which the salaries of many of the officials of the higher grade had to be reduced to the minimum sum named when faithfulness and training called for an increase to the maximum. Some of the good clerks have been lost to the service because the salaries were not sufficient to retain them. Certain modifications and amendments of the act will be needed to adjust the scheme to the entire service, and it is quite apparent that the Inquiry Division, which was abandoned in the new classification, should be restored.

LOTTERIES AND THE MAILS.

The inability of the Postmaster-General under the existing laws to successfully carry out the evident intent of the statutes by excluding letters and circulars relating to lotteries, gift enterprises, and other similar swindling schemes from the mails is apparent. Congress and the country are familiar with the several attempts of my predecessors to suppress these evils. It is not necessary, therefore, to review their action in detail, as a brief allusion thereto will present the existing relations of the Department to these schemes.

An official order of November 13, 1879, forbade payment of postal money-orders drawn to the order of M. A. Dauphin, intended for the Louisiana Lottery Company (which company is the principal operator in these fraudulent enterprises), and directed the return to the senders of all registered letters addressed to him. Suit was brought against General Key by said Dauphin in the court of the District of Columbia to enjoin the execution of said order, and an appeal was taken to the Supreme Court of the United States. Pending this appeal General Key, under date of February 27, 1880, issued another order suspending the one of the first-named date, and afterwards, before the determination of the suit, retired from the office of Postmaster-General. It is understood that this retirement terminated the suit under a rule of the Supreme Court which intercepts the prosecution of appeals in cases where the exercise of a mandatory power would reach a person no longer in office.

No action was taken to revive the order alluded to until September 20, 1883, when the Postmaster-General, by official order, directed that "in pursuance of the finding of Postmaster-General Key (as to the fraudulent character of this concern) * * * *all postmasters* be, and they are hereby, forbidden to pay money-orders drawn to the order of M. A. Dauphin," and, also, to return to remitters registered letters addressed to him.

This order has ever since been observed and is still observed by the postmaster at New Orleans, who returns in accordance therewith all such mail as comes to his office so addressed. But the Louisiana State Lottery Company resorted to the expedient of advertising that remittances could be made to the New Orleans National Bank, and they are so *made to a surprising and almost unlimited* extent. To circumvent

this evasion of the law the Postmaster-General, under date of September 19, 1883, ordered the postmaster at *New Orleans* to withhold the delivery of registered letters so addressed, and to not redeem money-orders payable to said bank, but to deal with such mail as he did with similar matter addressed to Mr. Dauphin. Thereupon the bank instituted suit for injunction to restain the postmaster from executing said order. In disposing of the preliminary injunction the court intimated very plainly that the order was of doubtful validity and force because it was an attempted revival of the order of a former Postmaster-General, which he had himself suspended.

All through the ruling of the court in this case there was outlined a doubt of the power of the Postmaster-General to withhold the delivery of registered letters and the payment of money orders drawn to the order of any person engaged in conducting a fraudulent lottery scheme, although he might be convinced by "evidence satisfactory to him" that such schemes were of the character named, and that the mails were being prostituted to their use. The law was presumed to lodge the whole question within his judgment and discretion, and to make his decision thereon final and conclusive. But the doubt raised suggests the propriety, if the evil under discussion is believed to be demoralizing, of so amending the statute as to declare all lotteries and schemes of all kinds for the distribution of money or property of any sort by lot, chance, or drawing of any kind *fraudulent*, and to prohibit the delivery of registered letters and the payment of remittances by money orders to persons, firms, corporations, or banks conducting them, and to make, by provisions so plain as to leave nothing to construction, the judgment of the Postmaster-General on these points conclusive.

It is conceded that Congress has the power to regulate by law what shall and what shall not be carried in the mails, and its enactments in this regard are final and conclusive. If, as is not doubted, its authority goes to this extent, it follows that it may designate some official to execute the law, and it is equally clear that it would be justified in closing the mails against *all* schemes that propose to distribute prizes by lot or chance, and whether they be sanctioned or not by State laws and constitutions. Congress has already shown its belief in the existence of its power, and manifested its willingness to suppress evils of this kind by striking the word "illegal" from section 3894, Revised Statutes, which declared letters and circulars concerning such lotteries, etc., non-mailable, so as to make the probibition applicable to all lotteries, whether illegal or otherwise. This salutary enactment if now followed by striking out the word "fraudulent," and like words and phrases, from other sections regarding registered mail and money orders, will relieve the Postmaster-General in the exercise of his discretion.

I further suggest that the provisions of law applicable to individuals conducting lotteries should be extended to their agents and to all *agencies acting for them*, so as to exclude the latter from the right of

receiving registered and money-order letters the same as their principals. It needs no argument to show that the New Orleans National Bank (notwithstanding it holds its charter from the United States and is presumptively obligated to assist in upholding its laws) is as fully identified with the Louisiana State Lottery as is Mr. Dauphin himself. He advertises that certain remittances for the purchase of chances in the prizes announced by the lottery concern should be sent to the bank. The bank accepts and collects them, and the relation of principal and agent is thereby clearly shown. Why should the Postmaster-General not be specially authorized by law to deal with any bank as he does with the acknowledged representative of the lottery? It is no answer to say that the right of a bank to conduct its legitimate business through the mails in this form would be abridged. That argument applies with equal force to any other institution and individual, and all the wrong thus done to it can be easily cured by its renunciation of its connection with the lottery and by declining to receive mail intended for it.

Thus far I have referred only to such mail as bears the evidence of its character on its face. Ordinary letters are of a different order, and their contents can not be inspected to ascertain if they come within the prohibitory provisions of the law. Such letters go and must continue to go unquestioned in the mails for the sanctity of the seal can not and should not be violated. But I suggest the consideration by Congress of its constitutional right to provide by law for the jurisdiction over the offense by the courts at offices of delivery the same as at the office of mailing, thus making the offense continuous between the office of mailing and that of delivery, and enlarging the opportunity to convict. It is difficult to prosecute to conviction any offender against the law concerning lotteries in a community so closely identified with lottery concerns as are the people of Louisiana, whose State constitution authorizes the granting of lottery charters and privileges, and whose legislature in conformity therewith has granted such charter to the Louisiana State Lottery. It is believed that if the courts in other States to which lottery letters are sent by mail from New Orleans or elsewhere were permitted to try alleged violations of the laws concerning lotteries that evidence could be easily obtained of the mailing and of the transmission by mail of ordinary letters of this character, and conviction therefor would become more frequent and certain.

FREE CARRIAGE OF GOVERNMENT MATTER.

The postal system was organized upon the theory that the cost of doing the work should be borne directly by those who should make use of the service. To this end, the relations of revenue and expense have always been regarded as the chief factor in determining the rates of postage. *From motives of public policy*, the wisdom of which I am not *prepared to dispute, concessions have* ever been made to the public

press; but still it has been held by the advocates of a self-sustaining service that the charges on other classes of mail matter should be so adjusted as to cover any deficiency that might arise from the carriage of printed matter.

The tendencies of recent years have been in favor of cheap postages, and to secure good service the people have shown their approval of the granting of needed sums from the Treasury to meet deficiencies in the postal revenues.

As a partial offset to the deficiencies, it is well to call attention to the fact that the postal service is called upon to sustain a burden which is almost entirely lost sight of by the general public. This arises from the carriage in the mails free of postage of matter for the Government. Not only are great quantities of documents sent free by the legislative branch, but all the executive departments are permitted to use the mails for official purposes without the payment of postage. The privilege is not confined to officials in Washington, but extends to the entire mass of subordinate officers and agents throughout the country. Neither is it restricted to mere official correspondence, but is made to include supplies and bulky articles of great variety. The result is that the mails are loaded with a vast quantity of matter for which not a penny of revenue is received, and which imposes on the postal service the same cost for transportation and handling as a like quantity of matter carried for the public.

When the franking privilege was repealed in 1873 provision was made for compensating the postal service for the carriage of official matter for the executive departments through the use of special stamps, which were issued by and credited to the Post-Office Department. The amount of revenue realized from this source during the year ending June 30, 1874, was $1,759,301.86; but I am informed that the stamps were used only for official correspondence, and that the larger proportion of matter (the supplies and other heavy articles) was sent free of postage under a printed form of official certificate, signed by the officer making use of it.

With the increase of the business of the Government since 1874, I am satisfied that a fair return for the carriage of Government matter, charged at like rates as matter carried for the public, would yield not less than five or six million dollars in postage. Prior to the repeal of the franking privilege and the introduction of official stamps, a gross sum was appropriated annually by Congress to be placed to the credit of the Post-Office Department for the carriage of official matter; but this appropriation was not renewed upon the discontinuance of the official-stamp system a few years later. It would seem to be only just that the credit side of the balance-sheet of the Department should contain an item to offset the cost of the work which is charged among the expenditures on the debit side of the sheet.

If the present system of penalty envelopes for the use of the Departments is to be continued, I would suggest the adoption of a uniform style of envelope to be used by all the Departments and their subordinate agencies. The envelopes should be of a distinctive character; they should be made of paper bearing a Government water-mark and be impressed with some form of special device in addition to the printing now required by law, which can be easily counterfeited. This plan would necessitate the employment of some central agency (perhaps the Post-Office Department would be the more appropriate one) for procuring and issuing envelopes to those entitled to use them.

The plan would have incidental advantages in leading to the adoption of standard sizes and kinds, in place of the present infinite varieties, which are believed to owe their existence fully as much to caprice as to necessity or convenience. And the procurement of greater quantities by the same purchasing power, together with the restriction to fewer styles, would most assuredly lead to a great reduction in the aggregate cost of the supplies. It would also enable the Government to keep an account of the number of envelopes manufactured and furnished, which is not possible under the present system. I earnestly commend the subject to the consideration of Congress.

DEFECTS OF LAW GOVERNING SECOND-CLASS MATTER.

The press has become the leading contributor to the volume of the mails. The specially favored class are newspapers and periodical publications issued by known offices of publication and sent by publishers or news agents to regular subscribers or news agents. These are designated as second-class matter, and postage is chargeable at 1 cent per pound. When circulated within the county of publication, this matter is entitled to transmission free of postage. The total quantity of second-class matter carried in the mails during the last fiscal year was about 95,000 tons, of which upwards of 14,000 tons were sent free of postage. The receipts from second-class matter amounted to $1,616,351.27, or only 2.9 per cent. of the entire postal revenue.

The class next in favor are books, circulars, and other miscellaneous printed matter. These are styled third-class matter; and they are subject to a charge for postage of 1 cent for each 2 ounces or fraction thereof. To realize the benefit of the cheaper rate of postage, a fertility of expedients has been developed to evade the law and to secure the admission to the second class of matter which properly belongs to the third class. The success attending such efforts may be indicated by the fact that during the past three years the average annual rate of increase of revenue from second-class matter was 13.7 per cent., as against an average annual increase of 8.17 per cent. in the remainder of the postal revenue, derived in the greatest part from postages on the other classes of matter. The effects are not only hurtful to the postal

of time the practice has lasted gives it some claim to recognition, and that the great number of additions to it officially authorized before my entrance into office prevents the exclusion of new claimants without manifest unfairness. Under all the circumstances I feel it to be only proper that I should present the case, and urgently ask that Congress be called upon to provide a remedy.

SAMPLE COPIES.

By law publishers are permitted to mail sample copies of their publications to indiscriminate addresses at the rate of postage charged on second-class matter sent to regular subscribers. There is no limit fixed to the number of sample copies which they are privileged to send, and it often happens that the mails are burdened with a vast number of samples of publications which, by a technical compliance with the requirements, have been admitted as second-class matter, but which in reality were designed as mere advertising mediums issued to a scanty subscription list. This list has been encouraged, and in some instances made up by an offer of premiums of not less value than the price of subscription. It is not unusual for the number of sample copies to exceed by many times the number sent to subscribers, and frequent instances have come to the knowledge of the Department where advertisements have been solicited and secured upon the guaranty of the publishers to mail extra large editions of sample copies.

The mere fact that unusual quantities of sample copies are being circulated is not conclusive upon the question of legitimacy; and it can only be taken into account in connection with other circumstances in determining the true character of the publication. This determination, however, can be reached only by special investigation, and after much mischief has been wrought by publications found not to be entitled to the privileges which they had secured. It would seem to be proper to restrict the number of sample copies to a fair proportion of the actual subscription list; and this would almost certainly have a beneficial effect of deterring the publication of many advertising sheets which are issued mainly because of the advantages offered for circulation at a low rate of postage.

RATE OF POSTAGE ON RETURNED SECOND-CLASS MATTER.

In connection with the mailing of newspapers and periodicals by publishers and news-agents, a peculiar and rather unfair condition of things exists, which, being due to the present wording of the law in relation thereto, and not to mere postal regulation, I have found it beyond my power to remedy. The case is this: Under the act of Congress of March 3, 1885, the right to mail second-class or newspaper and periodical matter at the rate of a cent a pound is given to publishers when sent from the offices of publication, and to news-agencies "when sent to actual subscribers thereto or to other news-agents."

Now, so far as the original mailing of this class of matter is concerned, there appears to be no unjust inequality in the rights bestowed by the law quoted, as between publishers and news agencies; but in the mailing of the matter by agents *back* to publishers and news agencies—and this, owing to a very general custom now prevailing in the publishing business of allowing dealers to return for credit on their accounts unsold copies of publications sent them, has grown to very considerable proportions—a discrimination is made which results unfavorably to the publisher, and therefore to the advantage of competing news agencies; That is to say, if the dealer or agent (for under the uninterrupted practice of the Department these two terms are synonymous) who returns the unsold matter sends it to a news agency or company he pays postage at the usual pound rate chargeable on matter sent from one news-agent to another; but if he returns unsold matter to a publishing house not a news agency he is charged postage at the same rate as that charged the general public, namely, 1 cent for every 4 ounces, payable by stamps attached.

This discrimination, which at first blush seems rather absurd, and which has caused considerable complaint among publishers, has the high sanction as to its legality of the late Assistant Attorney-General for this Department, whose opinion, ever since it was given, has been strictly followed by all postmasters.

I am not prepared to question the legal correctness of this decision especially as it has received the approval of my two immediate predecessors, both of them distinguished lawyers. But I am inclined to think that such a discrimination, being unjust in principle, was never intended by Congress, and I am convinced that it ought not to be permitted to exist. I would not, however, have it removed by extending the privilege enjoyed by news agents under it, so as to allow them to return their unsold matter at the pound rate to publishers as well as news companies; but I would have the privilege curtailed, so as to require payment of postage on all returned second-class matter at the rate which the public is required to pay—1 cent for every 4 ounces or fraction thereof—for surely the right to one mailing of this class of matter at the merely nominal rate of postage prescribed by law is sufficiently liberal to satisfy the most exacting believer in the expediency of low rates. I accordingly recommend that the act of Congress above referred to be amended by the passage of a provision similar to the following:

That all unsold or undelivered second-class matter, after its original mailing at the pound rate of postage, when returned by mail to publishers, news-agents, or others, shall be chargeable with postage at the rate of 1 cent for every 4 ounces or fraction thereof, payable by stamps attached thereto.

STATEMENTS OF FINANCIAL OPERATIONS.

The following statements show the revenue, the expenditures, and the actual cost of the postal service for the years ending June 30, 1887, 1888, and 1889—the difference between the expenditures and the actual cost of the service being made up of the amounts earned by the Pacific Railroad Companies for mail transportation, and certified to the Secretary of the Treasury under act of Congress.

FISCAL YEAR ENDING JUNE 30, 1887.

REVENUE.

1. Ordinary postal revenue		$48,118,273.94
2. Revenue from money-order business		719,335.45
Gross receipts		48,837,609.39
Add amount gained by "suspense" accounts		23,566.80
Makes total revenue		48,861,176.19

EXPENDITURES AND LIABILITIES.

Expenditures:			
From July 1, 1886, to September 30, 1887		$52,391,677.43	
From October 1, 1887, to September 30, 1888		368,160.40	
From October 1, 1888, to September 30, 1889		55,712.25	
		52,815,550.08	
Liabilities:			
Estimated amount of outstanding indebtedness for various objects on account of the year	$5,529.50		
Amount due for transportation on Central Pacific Railroad, not included in amount certified under the law to the Secretary of the Treasury	289,468.00		
Amount due Sioux City and Pacific Railroad Company for similar service during the year	6,126.09		
		301,123.59	
Total expenditures and liabilities for the service of the year			53,116,673.67
Deficiency in revenue			4,255,497.48

COST OF POSTAL SERVICE.

Amount of expenditures and liabilities, as above			$53,116,673.67
Amount certified to the Secretary of the Treasury for credit to Pacific railroads—			
From July 1, 1886, to September 30, 1887	$1,187,027.33		
From October 1, 1887, to September 30, 1888	11,241.72		
From October 1, 1888, to September 30, 1889	250.78		
Total amount certified			1,198,519.83
Total cost of service			54,315,193.50
Excess of total cost of postal service over revenue			5,454,017.31

The receipts were $4,255,497.48, or 8 per cent. less than the expenditures and outstanding obligations, and $5,454,017.31, or 10 per cent. less than the total actual cost of the service.

Compared with the previous fiscal year, there was an increase of $4,924,927.49, or 11.2 per cent., in the gross revenue; an increase of $2,013,830.45, or 3.9 per cent., in the expenditures and liabilities; and an increase also of $2,099,678.28, or 4 per cent., in the total cost of the service.

FISCAL YEAR ENDING JUNE 30, 1888.

REVENUE.

1. Ordinary postal revenue	$51,896,858.96
2. Receipts from money-order business	798,317.83
Gross revenue	52,695,176.79

EXPENDITURES AND LIABILITIES.

Expenditures:			
From July 1, 1887, to September 30, 1888		$55,795,357.84	
From October 1, 1888, to September 30, 1889		490,073.70	
		56,285,431.54	
Liabilities:			
Estimated amount of outstanding indebtedness for various objects on account of the year	$1,146.82		
Amount due for transportation of mails on Central Pacific Railroad, not included in amount certified under the law to the Secretary of the Treasury	308,450.55		
Amount due Sioux City and Pacific Railroad Company for similar service during the year	10,703.64		
		$320,301.01	
Total expenditures and liabilities for the service of the year			56,605,732.55
Deficiency in revenue			3,910,555,76

COST OF POSTAL SERVICE.

Amount of expenditures and liabilities as above		$56,605,732.55
Amount certified to the Secretary of the Treasury for credit to Pacific railroads from July 1, 1887 to September 30, 1880	$1,240,600.83	
From October 1, 1888 to September 30, 1889	1,507.20	
Total amount certified		1,242,108.03
Total cost of service		57,847,840.58
Excess of total cost of postal service over revenue		5,152,663.79

The receipts were $3,910,555.76, or 6.9 per cent. less than the expenditures, and $5,152,663.79, or 8.9 per cent. less than the total cost of the postal service.

Compared with the previous fiscal year, there was an increase of $3,834,000.60, or 7.8 per cent., in the gross revenue; an increase of $3,489,058.88, or 6.5 per cent., in the expenditures and liabilities; and an increase also of $3,532,647.08, or 6.5 per cent., in the estimated total cost of the service.

FISCAL YEAR ENDING JUNE 30, 1889.

REVENUE.

1. Ordinary postal revenue	$55,387,806.37
2. Revenue from money-order business	787,804.81
Gross receipts	56,175,611.18
Less amount charged to bad debts, compromise, and suspense cases	27,596.26
Leaves net revenue	56,148,014.92

EXPENDITURES AND LIABILITIES.

Expenditures:			
Amount expended to September 30, 1889, on account of the year ending June 30, 1889		$61,376,847.24	
Liabilities:			
Amount of indebtedness for various objects certified to Auditor and not yet reported for payment	$587,968.62		
Estimated amount of indebtedness not yet reported to Auditor (railroad service)	200,000.00		
Amount due for transportation on Central Pacific Railroad, not included in the amount certified under law to the Secretary of the Treasury	321,077.25		
Amount due Sioux City and Pacific Railroad Company for similar service during the year	12,305.24		
		1,121,351.11	
Total actual and estimated expenditures for the service of the year			$62,498,198.35
Deficiency in revenue			6,350,183.43

COST OF POSTAL SERVICE.

Total actual and estimated expenditures, as shown above	$62,498,198.35
Amount certified to the Secretary of the Treasury by the Auditor for transportation of the mails on the Pacific railroads	1,253,673.33
Total estimated cost of service for year	63,751,871.68
Deduct amount of net revenue as shown above	56,148,014.92
Leaves excess of estimated cost of service over amount of net revenue	7,603,856.76

The difference of $1,253,673.33 between the deficiency of revenue and the cost of the service is represented by the amounts certified to the Treasury on account of service on the Pacific railroads, which by law is not made payable out of the appropriations for the postal service.

The gross receipts were $5,228,832.32, or 8.5 per cent., less than the actual disbursements on account of the year; $6,350,183.43, or 10.1 per cent., less than the disbursements and liabilities of the year; and $7,603,856.76, or 11.9 per cent., less than the estimated total cost of the service, which, as before stated, includes the amount certified to the Secretary of the Treasury as the earnings for mail transportation on the Pacific railroads.

Compared with the previous fiscal year there was an increase of $3,452,838.13, or 6.5 per cent., in the gross revenue of the service; an increase of $5,892,465.80, or 10.4 per cent., in the disbursements and outstanding liabilities; and an increase also of $5,904,031.10, or 10.2 per cent., in the estimated total cost of the service.

The estimates submitted to Congress in the report of the Postmaster-General for 1887 for the service of the year ended June 30, 1889, placed the expenditures for the latter year at $58,967,233.74, the gross revenue at 57,563,734,32, and the deficiency of revenue to be supplied out of the general Treasury at $1,403,499.42.

As will appear from the foregoing exhibits, for the year the actual expenditures and estimated liabilities were $3,530,964.61 in excess of the original estimate; the revenue was $1,415,719.40 *less* than the estimate; and the present estimated deficiency of revenue to be supplied out of the general Treasury is $4,946,684.01 *more* than that shown in the estimate made in 1887.

ESTIMATES FOR THE FISCAL YEARS ENDING JUNE 30, 1890 AND 1891.

The ordinary postal revenue for the fiscal year ending on the 30th June last showed an increase over that of the previous year of 6.7 per cent. This was somewhat less than the usual gain, the average annual rate of increase for the three years up to July 1, 1889, being 8.3 per cent. Returns from thirty of the largest post-offices for the quarter ending September 30 last (the returns from all the post-offices for that quarter not yet having been audited) show an increase of 9.6 per cent. over the revenue of the corresponding quarter of 1888. Special returns called for by this office for the same post-offices for the month of October just past exhibit an increase of 9.2 per cent. over the revenue of October for the previous year. From past experience, the remaining offices are not likely to show as great an increase as the large offices; but unless there should be unforeseen changes in the present condition of the business industries of the country, it will be proper to calculate on an annual increase of 8 per cent. (or 1 per cent. less than called for

by the estimates of last year) at all the post-offices. Upon this basis the revenue may be estimated as follows, viz:

FISCAL YEAR ENDING JUNE 30, 1890.

Amount of ordinary postal revenue for the year ending June 30, 1889.	$55,387,806.37
Add increase of 8 per cent	4,431,024.50
Gives estimated amount of ordinary postal revenue	59,818,830.87
Amount of estimated revenue from money-order business	800,000.00
Gross revenue for the year	60,618,830.87

The appropriations for the service of the year amount to $66,605,344.23; and it is estimated that, in the light of present information, additional appropriations will be required of $179,117 for compensation to postmasters; of $923,430.24 for inland mail transportation by railroad; and of $20,000 for mail transportation by steam-boat, making a total of $1,122,547.24. The pay of postmasters is regulated by law, which fixes the rates to be allowed, and the expenditure is, therefore, not controlled at the discretion of the Department. The law also regulates the rates of compensation allowed for the transportation of the mails by railroad.

Upon the foregoing basis the account for the current fiscal year may be stated as follows:

Amount of appropriation	$66,605,344.28
Estimated deficiency appropriation required	1,122,547.24
Total	67,727,891.52
Estimated gross revenue	60,618,830.87
Estimated deficiency of revenue to be supplied out of general Treasury	7,109,060.65

The estimates submitted by the report of the Postmaster General in 1888, for the service of the year ending June 30, 1890, were as follows:

Amount of estimated expenditures	$66,812,073.02
Amount of estimated revenue	62,508,658.12
Estimated deficiency of revenue	4,303,414.90

In the foregoing estimate, the amount of the necessary appropriations for the current year is placed at $915,818.50 less than that now shown to be required; the amount of revenue is placed at $1,889,827 25 more than that in the present estimate; and the deficiency of revenue to be supplied out of the general Treasury is placed at $2,805,645.75 less than the amount which now seems to be required.

In other words, in the report of 1888, the revenue for 1890 was overestimated in the sum of $1,889,827.25 and the expenditures were underestimated in the sum of $915,815.50, making the apparent deficiency of revenue $4,303,414.90 when present information shows that it is likely *to be $7,109,060.65.*

FISCAL YEAR ENDING JUNE 30, 1891.

Estimated amount of ordinary postal revenue for year ending June 30, 1890, as before	$59,818,830.87
Add increase of 8 per cent	4,785,506.47
Gives estimated amount of ordinary postal revenue for this year	64,604,337.34
Amount of estimated revenue from money-order business	810,000.00
Gross revenue for the year	65,414,337.34

ESTIMATED DEFICIENCY OF REVENUE.

The estimated deficiency of revenue to be supplied out of the general Treasury is as follows:

Amount of estimated expenditures, payable out of appropriations, as per table of estimates	$72,434,698.99
Estimated gross revenue, as above	65,414,337.34
Leaves estimated deficiency	7,020,361.65

The foregoing estimates contemplate that 9.6 + per cent. of the expenditures shall be paid out of the general Treasury. The actual deficiency should, however, be less than the sum given, because, first, the revenue may exceed the estimate, and second, there should be margins left of some if not all the items of appropriation, it being impossible to estimate the expenditures with entire accuracy. During the last fiscal year the net amount of unexpended balances of appropriations was $716,545.55, which amount is subject to reduction to satisfy outstanding liabilities.

The estimated deficiency of revenue to be supplied out of the Treasury for the next fiscal year is $88,699 less than that shown in the foregoing estimate for the current fiscal year.

SPECIAL TOPICS.

To conclude I beg to mention some smaller but hardly less important topics for your consideration. A double postal-card for return answers is entirely feasible if authority could be given for its issue. Another question is the establishment of a postal museum. There is now scattered throughout the country much historic material in the shape of ancient mail equipments, implements, pictures, and articles of various kinds, in use during the century. If this could be collected and arranged it would form an interesting epitome of the growth of the postal system. Scores of post-offices have in their possession valuable relics which could be had for deposit in a departmental museum. The cost would be trifling, while the interest would be very great. A beginning could be made with an appropriation of $1,000.

The shabby and inadequate fixtures in many of the post-offices are not fit to represent the United States Government, and do not conduce to an efficient service; *neither is the mail safe in* hundreds of offices,

and for this reason labor is thrown upon the Department to trace missing matter that would never have been lost if ordinary protection had been given. It is respectfully suggested that the Postmaster-General be authorized to establish a standard of fixtures for each class of offices, and that the postmaster be held strictly to account in the maintenance of office furniture in its proper condition. I trust that the day is not far distant when the Government will provide fixtures for offices of all classes, even though the salary of the postmaster be affected thereby. Even so the postmaster would be better off than now, compelled as he is to rent the fixtures from the manufacturers, or buy them from the retiring postmaster. The latter course has been the cause of transactions not creditable to the parties concerned or the system that permits the temptation to exist.

By inadvertence many letters find their way to the post-offices without postage stamps. The writer is notified and the notice must be returned with a stamp which requires another stamp for forwarding. The delay is often attended with grave consequences, and the time of the Department clerks is unnecessarily taxed by the present system. The reason given for the plan now in operation is that there was no check upon the postmaster to make sure that the postage was collected. The introduction of the postage-due stamp fully covers the case, and there is no reason why so much trouble and tedious delays should continue. Authority is therefore asked for the Post-Office Department to forward promptly all letters not prepaid and collect double postage.

Very respectfully, your obedient servant,

JOHN WANAMAKER,
Postmaster-General.

EXHIBIT A.

INADEQUACY OF THE PRESENT DEPARTMENT BUILDING.

POST-OFFICE DEPARTMENT, OFFICE OF THE CHIEF CLERK,
Washington, D. C., November 6, 1889.

SIR: As nearly as I have been able to ascertain from examination of the old appropriation bills and annual reports of the Department, the present Post-Office Department building was not fully completed for occupancy until about 1866, although its erection or the erection of a part thereof had been begun a number of years previously.

In 1874 the grade of the streets surrounding the Post-Office Department was materially changed, involving the exposure, to about one-half its height, of the basement floor of the Department building, which thereupon was fitted up for occupancy. At that time the Department was occupied jointly by the departmental force, the Sixth Auditor's employés, and the force of the city post-office. In 1880 separate provision was made for the Washington City post-office by the rental of an additional building, so that in that year the availability of the main Post-Office Department building for postal purposes was substantially what it is to-day. The only outside building at that date rented by the Department for a portion of its force was the topographer's office, then located on E street, between Ninth and Tenth, comprising thirty-four employés.

As early as 1880, notwithstanding the circumstance that a full additional floor had but six years before been provided, and that a large amount of space had during that year been vacated by the city post-office, the pressing need of additional room was recognized and presented. The additional rooms provided by the removal of the city post-office were stated to be insufficient to accommodate comfortably the then existing clerical force of the Department and the Sixth Auditor's Office. It was stated by the Postmaster-General that every room in the building was occupied, and many of them so overcrowded that the work of the Department was conducted with great inconvenience. He said:

"There is at the present time urgent need for a new building of ample dimensions for conducting the business operations of the Department, and this necessity will become more and more urgent every year."

Even as far back as 1873 the then Postmaster-General, in recommending to Congress a plan of the Supervising Architect of the Treasury Department for fitting up the basement story provided by the change of grade of the surrounding streets, foreshadowed the necessity of a new building, and expressed himself as decidedly of the opinion that the best arrangement for the Government would be to erect a new post-office building on another site of ample dimensions to accommodate the prospective increase of the clerical force of the Post-Office Department for the next fifty years, and to transfer the present building to the Interior Department, which had

already been obliged to rent private buildings for the accommodation of a large portion of its clerical force.

From the presentation of facts made in the report of Postmaster-General Maynard in 1880, it was apparent that the early construction of a more commodious building was a necessity, and he prudently suggested that as several years must elapse before such a building could be erected, no time should be lost in taking the initiatory steps for its construction.

From time to time the Department has been compelled by the pressing demand of an increased and ever increasing service to request and obtain appropriations for renting private buildings for the accommodation of a portion of its force, by the colonization of which temporary relief would be afforded to those remaining in the main building.

These provisional measures, of doubtful expediency at best, but probably all that could have been accomplished at the moment, have resulted up to the present time in the rental of five such private buildings, namely, one upon Ninth street between D and E, in which is located the office of the topographer; one upon E street between Ninth and Tenth, in which are housed the money-order divisions of the Sixth Auditor's office; one at the corner of Eighth and E streets, connected with the main building by a bridge, which accommodates the money-order office of this Department the office of Foreign Mails, the Inspection Division of the Second Assistant Postmaster-General's office, and a portion of the Auditor's clerical force; one upon E street between Sixth and Seventh, occupied wholly by the Division of Post-Office Supplies and one upon C street between Four-and-a-half and Sixth streets, used as a mail-bag repair shop and lock repair shop. The combined rental of these five buildings amounts annually to $20,000.

In 1885, soon after an appropriation had been made for the rental of what is known as Marini's Hall, the Postmaster-General stated that the relief to the Department which had been gained by the use of that building could not be expected to continue sufficient for many years, and recommended the construction of a new building or an addition to the present one.

In 1874 the total number of employés in this Department, not including a few employed upon a temporary roll, was 334, and the total number in the Sixth Auditor's Office was 224; a grand total of 558. Yet it must be remembered that, with the exception of a basement floor, provided as stated above in 1880, this building then had precisely the same facilities for the accommodation of clerks that it has to-day.

In 1880, at which date the additional basement floor was made ready for occupancy the total number of employés in the Post-Office Department was 410 and the total number in the Auditor's office 269, a grand total of 679, an increase of 121 over 1874 six years previously; so that it may be understood from these figures how little relief in the way of room even a full basement floor at that time afforded.

In 1882 steps were taken towards colonizing a portion of the force by the removal of the office of the money-order system and a portion of the Sixth Auditor's Office to an annex building at the corner of Eighth and E streets, which were supplemented at various dates since that time by similar removals to three other buildings, as stated above, in addition to the mail-bag and lock-repair shops. Yet, notwithstanding the fact that there are now located in the money-order annex building 79 persons belonging to the Money-Order Office, 25 employés of the Second Assistant Postmaster General's Office, 11 employés of the office of the foreign mails, and 36 attached to the office of the Sixth Auditor, a grand total of 151; that 187 employés of the Sixth Auditor's Office are situated in Marini's Hall; that 25 employés of the Topographer's Office find accommodations in the building upon Ninth street; that about 20 persons, comprising the division of post-office supplies, find lodgment in the Rink building on E street—notwithstanding this absolute removal of 383 people to other quarters, a number greater by 49 than the total number of the employés in the Post-Office Department (not including the Auditor's Office) in 1874, there remain in this the main

building at the present time 512 employés of the Post-Office Department and 201 of the Auditor's Office, a total of 713, being a considerably larger number than has ever before been quartered in the building.

It must not be lost sight of, in addition to all this, that in still another building upon C street, between Four-and-a-half and Sixth streets, there are 114 persons engaged in repairing mail-bags and 2 in repairing locks, all of whom are legitimately and strictly employés of the Post-Office Department.

It requires but a glance at the statistical reports of the Department to comprehend the enormous growth of the postal establishment during the last few years.

In 1874 the total number of post-offices in operation was 34,294; the total length of post routes, 269,097 miles; the gross revenue of the Department was $26,477,072. The total compensation of postmasters was but $5,818,472; the total issues of postage-stamps amounted to 632,733,420; of stamped envelopes and wrappers to 136,418,500, and of postal-cards, 91,079,000; the total issues of money-orders amounted to $74,424,854.

Six years later the number of post-offices had increased to 42,989, the length of post routes to 343,888, the gross revenue of the Department to $33,315,479, the compensation of postmasters to $7,701,418, the issues of postage-stamps to 875,681,970, of envelopes and wrappers to 207,137,000, of postal-cards to 272,550,500, and the issues of money-orders to $100,352,818.

In 1888 the marvelous advance had been made to 57,376 in the number of post-offices and 403,976 miles in length of post routes, with the gross revenues of the Department at $52,695,176.79 and the compensation of postmasters $12,589,768.66, the issues of postage-stamps the tremendous total of 1,867,173,140, of envelopes and wrappers to 433,635,750, and of postal-cards 381,797,500, while the money-orders issued amounted to $119,649,064.98.

Contemplation of these evidences of the growth of the service ought to be quite sufficient to demonstrate the overwhelming necessity for additional accommodations to insure the rapid, prompt, and systematic dispatch of its multitudinous business details.

The total floor space in the main Post-Office Department Building available for clerks, exclusive of halls, walls, stair-cases, engine and fire rooms, and of wall cases and wall furniture of various kinds, is about 68,000 square feet. The total space available for the same purposes in the money-order annex is about 14,000 square feet, the total space occupied by clerks in the Rink building, 2,100 square feet; the total space in Marini's Hall used by clerks is about 10,700 square feet, and in the topographer's office about 3,900 square feet; a grand total of 98,700 square feet for 1,066 employés, an average of something over 90 square feet of floor space for each officer and employé, together with his desk, chair, files-casing, office furniture, and appliances, etc.

A comparison between the office force of the State, War, and Navy Department and the space in the State, War, and Navy Department Building with the force of this Department and the space in the Post-Office Department Building, will tend to show still further the inadequacy of the latter. The information presented is believed to be accurate enough for practical purposes. I am informed that there are situated in the State, War, and Navy Department Building about 1,573 officers and employés, of whom 81 belong to the State Department, 1,279 to the War Department, and 213 to the Navy Department, and that the total floor space for offices in the State, War, and Navy Department Building is 209,471 square feet. This would allow an average of 133 square feet for each person, or 43 square feet more per person than is occupied in the Post-Office Department; that is to say, the office space per person in the State, War, and Navy Building is about half again as great as in this building.

The total storage space in the State, War, and Navy Building is 46,200 square feet, in addition to a sub-basement, containing 60,000 square feet, occupied by boilers, apparatus, *and shops for storage. The total files* and storage space of the Post-

Office Department, exclusive of the attic, is about 15,000 square feet, and in the attic there are over 14,000 square feet additional, which is not suitable for the purpose.

Having presented this statement of facts and figures, I deem it an urgent public duty to bring to notice the present inadequate facilities for the transaction of the business of this Department, and to urge, with all the strength of utterance I may possess, for the application of a remedy. Not only is additional space required for the officers and clerical force, but there is demand for storage capacity, principally for files. Many of the hall-ways of this building, and of some of the rented buildings, are completely packed with files of important and valuable papers, which are increasing daily, and for a large quantity of books and papers there is even now absolutely no place in which they may be preserved. The hall-ways, even if unobstructed, are not too wide, and when thus packed with casing full of papers they become the receptacles of dust and dirt, emit unhealthy odors, and afford insufficient passages for ingress and egress.

There are annually received now nearly 240,000 quarterly reports alone from postmasters and about 480,000 weekly statements from money order and postal-note offices, together with very numerous certificates, vouchers, and papers of various sorts. The paid money-orders and postal notes alone received in the course of a single year number about 17,000,000. The great majority of these reports and vouchers are important matters of record, and the money-orders and postal notes particularly, with the accounts pertaining thereto, it is essential to preserve. Moreover, they involve very large sums of money, and some of them in the hands of dishonest persons could be made the instruments of fraud against the Government. The accounts involve important financial transactions of which they are the record, and upon them vast interests depend. These are for the most part handled and stored in insecure rented buildings, with inadequate protection even during the day-time, but especially during the night, exposed at all times to the danger of fire and depredations of sneak-thieves and trespassers.

The capacity of the main building and of the rented buildings is at the present moment strained to its utmost. There is no room for anything more. Indeed, it has even been proposed that some 2,000 files books containing recent money-order returns shall, for lack of other place, be stored in the court-yard of this building, and be protected from the weather by awnings of tarpaulin. I wish also to remark that notwithstanding the employés have, with little complaint, adjusted themselves, as far as they could do so, to the present condition of affairs, many of the office rooms and most of the storage space are wholly unfit to be used for any purpose whatever in connection with the public business of a great department.

No part of the basement floor ought to be used by clerks. The center of the perpendicular walls of the basement rooms is about on a level with the surrounding streets. This makes these rooms the receptacles of dust and dirt blown into them, and the floors, being so far below the level of the street, are more or less damp, while ventilation throughout the basement is wretched and the light very poor. The files stored in the basement become moldy and covered with dust and filth. The same may be said of the files crowded to the utmost capacity of the space in the attic immediately under the roof. Here are kept vast piles of papers and books in a condition such as must in a short time utterly destroy their value as records but which must nevertheless be not infrequently referred to in the current dispatch of the business of the Department. Here searches for necessary information must be made by the clerks in an atmosphere, in certain seasons of the year, almost unendurable.

In this connection I desire to state that I have received notice from the Auditor for this Department, he having been informed that all the available space for filing and storage purposes is exhausted, that he will require for the next fiscal year storage capacity as follows: For money-order guard-books, 2,200 cubic feet; for money-orders, 800 cubic feet; for postal-notes, 225 cubic feet; for registers, 250 cubic feet; for guard-books for international money-order accounts, 240 cubic feet; for international coupons, 110 cubic feet; for paid international orders, 40 cubic feet; for letter bills,

24 cubic feet; for statements of weekly accounts, 8 cubic feet; for quarterly postal accounts, 1,500 cubic feet; for files for the Review Division, 30 cubic feet; for files for the Book-keeping Division, 40 cubic feet; for files for the Collecting Division, 114 cubic feet, and for files for the Pay Division, 275 cubic feet; a total of 4,456 cubic feet. It must be borne in mind that these files can not be solidly packed in rooms, but that they must be arranged in casing, so that they may be readily accessible for reference at all times to the clerks engaged upon the various classes of work.

I can not refrain from commenting upon the singular policy, to say the least, of expending large sums of money for the rental of insecure, unsuitable private buildings as additions to the long since inadequate public building. The aggregate sum paid annually by this Department alone would go far toward making up a fair interest upon what would be required, if prudently expended, to purchase the ground necessary for the erection of a new, suitable, and sufficient building. It will not be questioned that the rentals now paid for these outside buildings are too high for the accommodations afforded. Indeed it has been remarked that the renting of private buildings to the Government constitutes one of the most profitable industries of this city.

I deem this an especially opportune occasion for pressing this subject upon the public attention, inasmuch as the need of a new post-office building for city purposes is at the same time so urgent, and I am not unwilling to believe that with the facts presented as to the Post-Office Department Building, and with those already known, and heretofore frequently set forth, as to the city post-office, Congress may regard it as a wise measure to give immediate consideration to this subject, with a view, perhaps, of combining the interests of both the Department and the post-office. For myself, I should be glad if the two were taken up concurrently, to the end that they may be located together, or in immediate contiguity to each other, so that the post-office, having been adequately provided for as to building capacity, might be made a model, and its several divisions a training-school, out of which in future years shall come the expert clerks and officials of the Department and of the service at large. I think this would be a wise public policy; that it would result in better service in both the post-office and the Department: in the former by holding out to the employés the inducement of promotion and of a wider sphere of usefulness, and in the latter by gaining for the larger service men of experience, educated in the fundamental principles of post-office work.

I would urge, preferably, the erection of an entirely new building in another location, not far removed, if may be, from the present one, rather than any system of extension or addition to the present building. I do not believe that the latter, under the most favorable circumstances, could, by any such addition or extension, be made to meet the requirements of the postal service. I think that it would be of far greater advantage to relinquish it entirely to some other Department—the Interior, for example, which is now, I believe, pressed for additional room, and for whose business the rooms, as at present arranged, would possibly be better adapted than for postal business.

I am strongly of the opinion that the best service can not be obtained in rooms like those now occupied. They are for the most part small, detached rooms, in which three or four clerks may possibly be crowded with some discomfort. Many of the divisions contain a large number of employés, so that by their arrangement through many rooms the benefits of close supervision are lost, and much time is thrown away by the necessity of frequent visits back and forth by clerks and messengers. I think for many purposes large single rooms far more desirable, and if this subject is, as I hope it may be, speedily taken up, I shall be glad to formulate and present for the consideration of the proper officers plans of what it seems to me would be the best arrangement of quarters for the purpose.

Very respectfully,

W. B. COOLEY,
Chief Clerk.

Hon. *JOHN WANAMAKER,*
Postmaster-General.

EXHIBIT B.

REPORT OF COMMISSION TO CONSIDER SUBJECT OF PROPER LOCATION OF THE POST-OFFICE FOR WASHINGTON, D. C.

SIR: The commission appointed by you to consider the practicability of utilizing a portion of the Pension building for city post-office purposes, or for obtaining proposals for other suitable quarters for the same, consisting of the First and Second Assistant Postmasters-General, the postmaster of Washington, and, on the recommendation respectively of the honorable Secretary of the Treasury and the honorable Secretary of the Interior, the Supervising Architect of the Treasury Department and the Commissioner of Pensions, respectfully submit the following report:

Congress having, by act of October 2, 1888 (S. L. 25, page 524), granted to the Postmaster-General authority to remove the Washington city post-office to the center of the court of the Pension building, provided that for this purpose a space of 290 feet in length by 90 feet in width only should be occupied, and having appropriated $5,000 for the expenses of removal and fitting up the same, the commission at once addressed itself to the work of ascertaining the practicability of carrying into effect the authority thus conferred, and for this purpose several times visited and inspected the Pension building. They found that the inner court of the building affords ample space for a post-office, is well lighted by day, and can be lighted by incandescent lights for night work, should it be required. Additional radiation could also be placed for warmth in winter.

OBJECTIONS TO THE PENSION BUILDING.

As to the adaptability of the space for the use of the post-office, and the desirability of using it, the following seem to be important considerations:

First. The out-going and in-coming service would have to be accommodated through the one entrance way for wagons at the east end of the building. To afford adequate room for this purpose, radical changes in the present construction of the building would be necessary. A shed, more or less temporary in character, might be constructed at the end of the building to afford additional space and shelter. This would give relief in handling and storing through matter, not intended for opening or distribution in the Washington office, but would be of little practical use in the disposition of the vastly larger quantity of mail to be opened, distributed, made up, and dispatched from the central portion of the office. The handling of the constantly increasing mail in this city through one comparatively narrow entrance would seem impracticable.

Second. The extended distance the mail matter would have to be trucked, under the best arrangement that could possibly be made at this one entrance, would greatly delay the work and increase the expense of the service.

Third. The occupancy of the interior court of the Pension building for a post-office could not but be, under the most favorable circumstances, a serious drawback to the work of the force employed in the Pension building. To cover the court would, of course, exclude the light to a great degree and seriously interfere with the work of the post-office, besides rendering the expense of fitting up such an office very great. If, on the

other hand, it was left entirely open above the office, so as to admit light and air, the dust, inseparable from the work of so large a force working at all hours of the day in the center of this open court, would be found a source of constant annoyance in the conduct of the business of the Pension Office, and to this would be added the further annoyance occasioned by the presence of the great number of people visiting the city post-office. The occupancy of this central space would unquestionably impair the ventilation and sanitary condition of the office, particularly on the upper floors of the building, while it is doubtful whether in the post-office itself the temperature could be kept sufficiently uniform and the tendency to draughts checked so as to avoid serious injury to the employés.

Literally speaking, the effect would be to place a force of nearly three hundred people in the center of a building, surrounded by another force of thirteen hundred people, and to this would be added the public, which would, in the aggregate, largely outnumber the force of both offices each day. When it is remembered that the scheme of construction of the Pension building was, in the matter of light, air, ventilation, and general sanitary conditions, made dependent upon this large open court, around which the rooms of the Pension Office are arranged, it would seem that the whole plan would be defeated by locating another office in this space.

Fourth. The toilet rooms are already inadequate, and large and expensive additional accommodations would have to be provided. It is difficult to see, in the present condition of the building, how such space could be afforded.

Fifth. The cost of screens, furnishings, and equipment would be not less than $25,000, the desks, boxes, distributing cases, and general office furniture of the present office not being of such a character as would justify their removal to another building.

Sixth. A site more convenient to the public and to railway depots is desirable, and would facilitate alike the business of the office and the prompt receipt and dispatch of the mails.

OTHER SITES AND BUILDINGS.

After the examination of the Pension building had been completed and the judgment of the commission formed, as above stated, other propositions were considered and various sites examined. Among these were the buildings on Four-and-a-half street recently occupied by the District Commissioners; the First Baptist Church on Thirteenth street, between G and H northwest; the cyclorama building on Fifteenth street and Ohio avenue; and buildings known as 419 and 421 on Sixth street northwest, in square number 489, together with the 77-foot lot immediately in the rear, facing on Fifth street, on which is located the building known as the Columbia Law building. There was also a conditional proposition to rent the First Presbyterian church, on Four-and-a-half street.

The proposals to rent these various premises were made in response to an advertisement under date of June 8, 1889, inviting proposals for lease of premises suitable for the Washington post-office. The various premises above described, offered at prices ranging from $7,500 to $10,500 per year, were visited and carefully examined. Some of them were found utterly unsuitable for post-office purposes, as their occupancy would necessitate changes and additions almost equal in expense to the construction of a new building. The First Presbyterian Church, fronting on Four-and-a-half street and having a 24-foot alley in the rear and a 30-foot passage-way leading from said alley out to the main street, and also alleys on the north and south sides, seemed to present the most advantages, and a careful measurement was made to ascertain whether or not it could be made available for post-office purposes. The measurement of the church shows, on the ground floor 5,295 square feet, and on the audience-room floor 5,992 square feet, a total of 11,282 square feet. The space now actually used in the Washington post-office is 20,989 square feet, of which all but 1,496 square feet are in the basement and first and second floors.

A diagram of the space occupied by each department was made and a corresponding space assigned to each in the church above mentioned. It was found that after

all the available space had been allotted there would still remain unprovided for the entire city delivery division, including the box department and general delivery. A third floor, above the audience room in the church, even if found to be an architectural possibility, would be utterly impracticable for post-office purposes, and would increase rather than decrease the difficulties now labored under in the present inadequate quarters. We quite agree with the statement of the Washington postmaster, who says that "While I would be glad to find relief in any direction, I do not see how such floor can be made available."

The First Baptist Church, on Thirteenth street, was found, both as to space and facilities for receiving and dispatching mail without serious inconvenience to business and the general public, unsuitable for post-office purposes.

The cyclorama building presented advantages as to space, but was deemed unsuitable, in view of its location, for a post-office in a city of this character.

The very large amount of floor space required and the desirability, so apparent as to render demonstration superfluous, of having the same, as far as practicable, on the first floor, renders the obtaining of a suitable building for post-office purposes, unless originally designed for such use, a work of very great difficulty. The boxes, general delivery, room for carriers, mailing division, registry department—which in the Washington office is exceedingly important—the money-order department, all require a large amount of open space, easily accessible to the public, and adjoining buildings, with narrow rooms and partitions necessary for their support, present disadvantages which effectively prevent their recommendation for post-office purposes without the contemplation of repairs almost equal in expense to the erection of a new building. A few buildings possessing considerable advantages in the matter of light and space might be mentioned, but they were not offered to the commission, after due advertisement had been made, and in most cases their location would be unsatisfactory to the residents and business men of the city.

THE PRESENT POST-OFFICE THE BEST.

In view of the facts above set forth, and of the unsatisfactory result of our investigations, we have to report that the present city post-office, all things considered, affords for the time being, the best available facilities thus far offered. The entrance for the general public on Louisiana avenue, unimpeded by mail wagons, which have ample space for loading and unloading on C street, affords advantages not to be ignored in determining the question presented to us. The location is central, and in that regard at least it might perhaps be said to meet fairly well the necessities of the office. In view of the absolute necessity that exists for a permanent and suitable building for the city post-office and the fact that the emergency requiring it can not be much longer delayed, we are unwilling to recommend the rental of other quarters, which would in turn be temporary, and, in the nature of things, unsuitable, but which, in the meantime, must be fitted up at a very heavy expense to the Government, the furniture in the present office being, as we have already stated, utterly unfit to be removed and placed in any other office. When to this is added the serious inconvenience to residents and business men of a change to a location much less central we are forced to the conclusion that in the exercise of the authority granted you by act of March 26, 1888, to lease suitable premises in the city of Washington for the purpose of the Washington post-office, this commission can not, in the interest of the public service, do other than recommend to you the continuance of the office in its present quarters, at such terms as you may be able to secure, until such time as permanent and suitable quarters shall be obtained.

We further respectfully recommend that in any arrangement that may be made for further occupation of the present quarters a guaranty be required of the owners that they will expend not less than $3,000 to make absolutely necessary repairs, all of which are essential to the comfortable and convenient occupancy of the building *and a part to its safety.* We also recommend that the small building adjoining the

present office on the east be rented, with the condition that it be extended through to C street. This will enable the postmaster to remove the money-order office to a point more accessible to the public, and relieve, for the time being, other overcrowded and embarrassed departments.

A PERMANENT OFFICE WANTED.

At the risk of exceeding the scope of its duties this commission respectfully represent that they do not feel justified in closing this report without first inviting your attention to the absolute necessity of some final action in this much-vexed question of suitable quarters for a post-office in this city. That they should be permanent and equal to the best in the country, instead of being temporary and far below the worst in any first-class city in the United States, will, we think, be conceded by all who have a just and commendable pride in the capital city of the nation.

The Washington post-office, upon which a very large local and a proportionately very much larger floating population depend for mail facilities, greater perhaps than that in any city of its size in the Union, has long been a synonym for all that is utterly bad in the matter of light, ventilation, cleanliness, safety, and comfort. That it has not, with its valuable Government property and still more valuable records, been destroyed by fire, is a matter of surprise to those best acquainted with its interior arrangements, while its immunity from robbery of a serious character has been purely a matter of good luck, that may at any time be changed by a serious disaster. We desire in this connection to invite your attention to the following information showing the extent and growth of business in the Washington post-office since 1883, at which time a careful statement of the business of the office was prepared by the then Postmaster, Frank B. Conger. A comparison with an earlier date would have shown an increase almost without parallel in the larger offices of the country, but a later date has been chosen as a basis of comparison, first, because the figures had been carefully verified and were accessible, and second, because they fairly represent the steady yearly growth of the business of the Washington office.

THE GROWTH OF BUSINESS.

Among other very interesting and intelligent statistical information furnished by the Washington postmaster, it will seen that the Government values passing through the registry division during the year ended June 30, 1888, amounted to $497,671,819. This seemingly incredible statement is explained by the fact that a vast amount of internal revenue and other valuable Treasury Department matter is constantly passing through the Washington post-office, and is transported free in the registry pouches. It will be observed that much of this vast work is performed, and this valuable matter handled, in a space of less than 2,500 square feet, situated on three different floors of the building. We invite special attention to a report, hereto attached, relative to the registry division, addressed to the honorable Third Assistant Postmaster-General by Z. Moses, assistant superintendent of Railway Mail Service.

The Washington city post-office was removed to the quarters now occupied in the year 1879. At that time the entire clerical force consisted of 88 persons. Including special-delivery messengers the force now numbers 197 employés, exclusive of carriers. The carriers in 1879 numbered 44. There are at the present time 130 carriers, including substitutes, being an increase of 196 per cent.

In 1879 the number of stamps, postal-cards, etc., sold per month was 468,000, amounting to $8,985; the sales now amount to 1,835,252 per month, or $32,737.10 in value, being an increase of 293 per cent. in number and 265 per cent. in value. The sales of envelopes, wrappers, etc., have increased during the same time from 41,500 per month, amounting to $774.70, to 197,500, amounting to $3,617.50, an increase of 376 per cent. in number and 367 per cent. in value.

The total number of stamps, postal-cards, envelopes, and wrappers shows an in-

crease per month from 509,500 at time of removal to 2,032,752, an increase of 280 per cent. And this represents simply the increase in local postage, the Department matter being almost entirely in penalty envelopes, and it is estimated that at least 65 per cent. of all mail handled at the Washington office is free matter.

In the delivery division the number of pieces of mail received in the year 1889 amounted to 89,390,007; in 1883, 36,608,452, being an increase of 144.17 per cent., viz, 52,781,554.

The number of pieces of mail delivered and collected in the delivery division in 1889 was 34,868,629; in 1883, 16,969,707, being an increase of 105.54 per cent., viz, 17,898,922.

Postage upon local letters in 1889 amounted to $63,023.33; in 1883 $31,131.19, being an increase of 102.40 per cent., viz, $31,892.14.

All this work is performed in the space of about 4,000 square feet.

In the mailing division of said office the total number of pieces dispatched in 1889 was 98,743,500; in 1883 54,827,392; showing an increase for five years of 43,916,108, or 80 per cent., averaging 16 per cent. per annum. The space assigned for this important work consists of about 3,440 square feet.

In 1883 distribution was made in said mailing division of mail for eleven or twelve States, embracing 22,399 offices; said division is now distributing to post-offices and railway lines in eighteen States, which embraces 31,242 post-offices, and also makes a separation for the Dominion of Canada by provinces and to lines entering and passing offices designated to exchange mails with Canada. In this territory there are 7,586 post-offices.

In the newspaper department there are made up and forwarded under different titles to railway post-office lines and post-offices 215 pouches and sacks at a rack or newspaper case with space for adjusting but 136 pouches and sacks, the others being hung on nails and hooks driven into the walls and attached to some portion of the tables upon which the mails are emptied.

In the registry division of this office the whole number of pieces handled during the fiscal year ended June 30, 1889, amounted to 2,092,748. In the year ended June 30, 1883, 974,214, being an increase of 114.81 per cent., viz, 1,118,534.

The Government values passing through the Washington City registry division during the year ended June 30, 1888, amounted to $497,671,849. All of this vast work is performed and all this valuable matter handled in a space of about 2,3.7 square feet, situated on three different floors of said building.

In the money-order division of said office the total number of domestic and international money-orders issued during the year ended June 30, 1889, amounted to 32,366; during the year ended December 31, 1883, 27,020, being an increase of about 20 per cent. viz, 5,346. The amount received for same during 1889, $532,796.10. The amount received for same during 1883, $439,163.51, being an increase of about 21 per cent., viz., $93,632.59.

The number of domestic and international money-orders paid during year ended June 30, 1889, amounted to $94,620; paid during year ended December 31, 1883, amounted to $80,298, being an increase of about 5 per cent., viz, $4,322.

The amount paid on the same during 1889, $876,434.49; the amount paid on the same during 1883, $854,532.53, being an increase of about 2 per cent., viz, $21,901.96.

The number of postal-notes issued during 1889, 11,042; the number of postal-notes issued during 1883, 3,885, being an increase of about 286 per cent., viz, 7,157. The amount received for same during 1889, $19,975.27. The amount received for same during 1883, $8,526.71, being an increase of about 134 per cent., viz, $11,448.56.

The number of postal-notes paid during 1889, 57,696. The number of postal-notes paid during 1883, 15,307, being an increase of about 276 per cent., viz, 42,389.

The amount paid on same during 1889, $82,453.09. The amount paid on same during 1883, $25,755.58, being an increase of about 220 per cent., viz, $56,697.51.

Deposits received during year ended December 31, 1883, $1,423,881.80. Deposits

business of the general post-office, which long since outgrew the present quarters, the necessity for and wisdom of erecting, at an early date, a building that will not only accommodate the city post-office in some central portion but also afford room for the various departments that have been crowded out of the general post-office building, will, we think, be apparent. The question of suitable quarters can not much longer be deferred, and considering the time necessary for the completion of a suitable building the necessity for early action is apparent.

Whatever action may be taken, however, to relieve the Department, we respectfully urge that you recommend to Congress the immediate necessity for securing to the city of Washington an office that will be commensurate with the dignity and importance of the capital of our country, and do away with an institution that has become a by-word in consequence of its conspicuous unfitness, and the futility of the many attempts that have been made to remedy the evils complained of.

Very respectfully,

J. S. CLARKSON,
First Assistant Postmaster-General.
S. A. WHITFIELD,
Second Assistant Postmaster-General.
GREEN B. RAUM,
Commissioner of Pensions.
J. H. WINDRIM,
Supervising Architect of the Treasury.
JOHN W. ROSS,
Postmaster at Washington, D. C.

EXHIBIT C.

CORRESPONDENCE IN REGARD TO GOVERNMENT TELEGRAPH RATES.

POST-OFFICE DEPARTMENT,
OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., June 29, 1889.

GENTLEMEN: I beg to inform you that in view of the large amount of official telegraph business given to your company by the Executive and other Departments of the Government, I desire, in the exercise of my duty under the law of fixing rates for the ensuing fiscal year, to establish reduced rates for that year; and accordingly I have to notify you that the uniform rate for the fiscal year beginning July 1, 1889, and ending June 30, 1890, will be one mill a word, irrespective of distance, for all messages, day or night.

Very respectfully,

JNO. WANAMAKER,
Postmaster-General.

The WESTERN UNION TELEGRAPH COMPANY OF NEW YORK.

NOTE.—Similar letters were sent on the same day to all telegraph companies that have accepted the provisions of the act of 1866.

EXECUTIVE OFFICE,
WESTERN UNION TELEGRAPH COMPANY,
New York, July 2, 1889.

DEAR SIR: Your circular letter of June 29 ultimo, addressed to the Western Union Telegraph Company, and to several other telegraph companies, of which I am president, has been duly received.

The rate you propose for Government telegraph service during the ensuing fiscal year, one mill per word by day or night without respect to distance, is so very far below the actual cost of the service that I respectfully ask that you will suspend its official declaration and afford the telegraph companies an opportunity of demonstrating by facts and figures its great injustice.

Under the rates in force for several years past it is doubtful whether we have not been doing the Government telegraph service at a loss, certainly we have with little or no profit.

The average cost to this company for transmitting and delivering messages has been steadily reduced from 63.4 cents per message in 1867, to 23.4 cents in 1886, to 23 cents in 1887, and to 23.2 cents in 1888. These figures represent the lowest average cost per message that we have ever been able to reach with all the economies of time and labor we could apply to the service; and the correctness and justice of these figures were established by abundant testimony before the Senate Committee on Post-Offices and Post-Roads in the spring of 1888.

The Government rates of the past year, with the minimum of 20 cents, have possibly paid an average of 23.2 cents, which is the average cost to this company. But the Government service is exacting, entitled to preference under the law, and requiring the promptest transmission *and delivery.*

The Post-Office Department has for many years taken great pains to ascertain the cost to railroad companies of carrying the mails on fast trains, and has with great care adjusted the rate per mile on the several classes of mail transportation so as to pay the railroad companies a fair compensation for the service rendered. I can not believe that your administration of the Department would intentionally make an exception to this basis of equity and fair dealing in its requirements of telegraph companies. Indeed, it is worth consideration whether such action would not be beyond the warrant of the Constitution and amount to an appropriation of private property for public use without due compensation therefor.

Your proposed order would compel this company to transmit a message of twenty words from Washington to Portland, Oregon, and deliver the same, for 2 cents, which is the cost of delivery alone in that city. That service would involve five relay transmissions, with a competent operator at each repeating station, requiring no less than seven operators to handle it; also clerks to receive, check, and book it; besides its due proportion of the cost of maintaining the lines, supplying batteries, stationery, etc. The total cost of the service to this company for such message would not be less than 46 cents, or twice the average cost of all our messages.

Trusting I shall be awarded an opportunity of a hearing in person, and craving indulgence for the length of this letter,

I have the honor to remain, very respectfully, yours,

NORVIN GREEN,
President.

Hon. JOHN WANAMAKER,
Postmaster-General.

SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY,
195 *Broadway, New York, July* 3, 1889.

DEAR SIR: I beg leave to acknowledge the receipt of your letter of June 29, notifying us that the rate on official telegraph business for the fiscal year beginning July 1, 1889, has been fixed at one mill a word.

This company respectfully protests against the establishment of a rate so far below the cost of the service, and earnestly hopes that the matter will be reconsidered and adjusted on a more equitable basis.

Very respectfully,

JNO. VAN HORNE,
President.

Hon. JOHN WANAMAKER,
Postmaster General, Washington, D. C.

POSTAL TELEGRAPH-CABLE COMPANY,
WASHINGTON BUILDING, NO. 1 BROADWAY,
New York, July 3, 1889

DEAR SIR: The minimum rate for transmission of Government messages as fixed by your predecessor for the past year was, as you are no doubt aware, practically 1 cent per word for day service, and three-quarters of a cent for night service exclusive of date and place from, which were transmitted free. To this a slight addition was made in case of messages transmitted more than two thousand miles.

The reduction demanded by your circular letter of June 29, 1889, just received amounts, therefore, to about 90 per cent. upon a rate which can hardly be said to have paid the actual cost of performing the service.

This company respectfully protests against the terms of your notice above referred *to and believe* that you can not be familiar with the methods of telegraphic trans-

mission, and the labor and cost involved in it. We assure you that the rate named by you, which is barely equivalent to three cents, on an average, for the handling of telegrams, regardless of distance, will not pay the cost of accounting alone, by the forms required by the Government. The average cost to us of delivery alone is over 3 cents per message.

While it is true that this company has accepted the provisions of the law of Congress which confers upon the Postmaster-General the right to fix rates for the transmission of telegrams for the Government, it seems to us incredible that it can be the wish of the Government, when the facts are understood, to compel the performance of service not only without compensation, but at actual and serious loss. Surely such a condition was not contemplated by this company when its assent to the law was given; and we respectfully and earnestly request that if the statements herein made fail to satisfy you of the fairness of our position in this matter, we be accorded such hearing, in person or otherwise, as you may prefer, as shall place the facts fully before you, and secure justice done.

Very respectfully,

A. B. CHANDLER,
President.

Hon. JOHN WANAMAKER,
Postmaster-General, Washington, D. C.

POST-OFFICE DEPARTMENT,
OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., July 3, 1889.

SIR: I have to acknowledge the receipt of your letter of the 2d instant, and to inform you in reply that, in compliance with your request, the official promulgation to the other Departments of the Government of the order fixing telegraph rates for the ensuing fiscal year will be suspended a reasonable time to afford your company, and any others desiring it, an opportunity to be heard.

Very respectfully,

JNO. WANAMAKER,
Postmaster-General.

Hon. NORVIN GREEN,
President Western Union Telegraph Company, New York, N. Y.

NOTE.—Similar replies were sent July 5 and 6 to the Postal Telegraph and Cable Company and to the Southern Bell Telephone and Telegraph Company, respectively.

POSTAL TELEGRAPH-CABLE COMPANY,
WASHINGTON BUILDING, NO. 1 BROADWAY,
New York, July 10, 1889.

DEAR SIR: I think the main facts which are entitled to consideration in fixing rates on the telegraph business of the Government are contained in my letter to you of July 3. I will, however, endeavor to state our view of the subject, in reply to your letter of July 5, somewhat more completely and as briefly as practicable.

The rate indicated in your letter of June 29 would amount to less than 3 cents per message, on an average, as compensation to the telegraph company for the transmission and delivery of Government business.

It has been clearly ascertained that the average cost of handling all classes of messages is over 20 cents each. The cost of handling Government messages is somewhat more than that of other business, for the reason that they are entitled to precedence, they are largely in cipher, requiring *especial care and skill*, and are usually longer than ordinary *commercial and domestic messages*.

As you may not be aware of the extent of service required in the transmissio messages by telegraph, allow me to explain the course of a message filed in our office in Washington and destined to Kansas City. It has first to be carefully cou and "checked" by a receiving clerk. "Checked" means a notation of the time ceived, by whom received, the number of words, and whether "paid" or "colle in the proper places for such notation upon the blank form on which the messag written. It is then sent to an operating desk and transmitted, letter by letter, ch acter by character, ordinarily direct to Chicago, where it is received by an opera who is required not only to write it out in full, but to carefully count and comp the number of words, and re-check the message. It is then sent to another desk, a the same process is repeated by another operator at Chicago sending direct to operator in Kansas City, who repeats the process of the receiving operator at Chicag

In this, the ordinary process of transmission under favorable conditions of weathe at least two automatic mechanical repeaters, each requiring careful and consta watching by a skilled operator, are employed, one at Pittsburgh, Pa., and another St. Louis, Mo. In unfavorable conditions of weather such as often prevail, inste of being repeated automatically, the whole process of manual receiving and sendi by separate operators is necessary, and not unfrequently this has to be done at mo than two points. When the message has been received at destination, an impressic copy of it is taken for reference and record, the original as received is enveloped, a dressed, entered upon a delivery sheet, and again upon a receipt blank, and sent messenger to its address. The office at Washington and the office at Kansas Ci keep a book account of the message, and each makes a "check report" for the i formation of the auditor of the company. The office at which the message is payab makes a bill in duplicate or triplicate in case of Government messages, and of cour observes the forms required by the Government in accounting and collecting therefo

The example above stated is by no means an unusual one. Nearly all messages pas ing between points equally remote from each other as Washington and Kansas Ci require to go through at least as many different hands as in this case. In many case messages between points much nearer to each other than Kansas City and Washin ton require as much labor, and in bad weather the labor is materially increase and the speed of transmission, and consequently the amount of business capable being transmitted, greatly reduced upon all long circuits.

I have already stated that, in accepting the law of Congress under which the Pos master-General is authorized to fix rates for Government telegraph business, it was n contemplated by this company that, under any circumstances, the Government woul seek to have such service performed at less than its actual cost to the company. will now add that I do not believe the law itself contemplates that such loss shou be inflicted upon the telegraph companies, and my opinion in this regard is support by legal counsel.

The effect of compliance with your letter would be to impose a tax upon us of n less than $90 upon every $10 paid to us by the Government for its telegraph servic

It is proper to further state that, as a matter of fact, this company has never, far as I know or believe, derived the slightest benefit from its acceptance of the "la of 1866." We have occupied no portion of the public domain, nor have we occupie any military or post road by virtue of that law. We have used no stone, timber, n other materials taken from public lands, nor any public lands for our stations. Ho then can the Government seek to enforce such an act of injustice and oppression the observance of your order would inflict?

It seems to me that I need only add that if the terms stated in your letter of Ju 29th, are to be enforced, or, indeed, if any reduction below the rate on Governme business which has prevailed during the past year is to be demanded of this compan we shall hope to be spared the necessity of handling any part of it.

Very respectfully, yours,

A. B. CHANDLER,
President.

Hon. JOHN WANAMAKER,
Postmaster-General, Washington, D.C.

EXECUTIVE OFFICE,
WESTERN UNION TELEGRAPH COMPANY,
New York, July 11, 1889.

DEAR SIR: I was informally advised that it would suit your convenience to hear me on Friday, the 12th inst., and I had been engaged several days examining data and preparing what I wanted to say. But I was attacked yesterday with an illness, from which I have suffered a good deal in the past six weeks, which renders me physically unable to go to Washington at this time. I have been obliged, therefore, to put my further argument in the form of a letter, that you may not be delayed in considering the subject to which it relates.

The paper is necessarily a long one, but I think it will repay you to give it a careful perusal, and trust you will do so in view of the large interests involved.

Very respectfully, yours,

NORVIN GREEN,
President.

Hon. JOHN WANAMAKER,
Postmaster-General.

EXECUTIVE OFFICE,
WESTERN UNION TELEGRAPH COMPANY,
New York, July 11, 1889.

DEAR SIR: Title 65, Revised Statutes, embracing the acts of July 24, 1866, and of June 10, 1872, was the outgrowth of the first efforts to induce Congress to establish a Government telegraph.

A scheme was pressed before a committee of Congress to incorporate a new telegraph company by the General Government, with which the Government should contract to transmit telegrams at a price to be agreed upon, the Government receiving and delivering the messages and being the only party known to the patrons of the telegraph. This scheme was justified on the ground that the Government had no right to take existing telegraph properties except at prices and on terms acceptable to the companies that owned them; and the scheme was objected to by the telegraph companies then existing on the ground that the Government, entering upon the telegraph business at rates that would not pay expenses, would simply destroy existing telegraph properties. It resulted in a compromise between the telegraph companies and the committee of Congress, of which, I believe, the lamented Garfield was chairman, giving to the telegraph companies certain franchises and privileges, and to the Government certain advantages and privileges, including priority of service at rates to be annually fixed by the Postmaster-General, and, what was deemed at the time of most importance to the Government, the right to take existing telegraph properties of the companies who accepted the provisions of the act at an appraised value to be ascertained by arbitrators, as described in section 5267.

This compromise agreement was enacted into law, subject to formal acceptance by the telegraph companies; and their acceptance filed with the Government rendered it to all intents and purposes a compact between the Government and the telegraph companies, the operation of which was intended to be that the Government should have the right to take all telegraph properties, and that if it should elect to establish a Government telegraph it should take existing telegraph properties on terms to be ascertained as the law directs.

This section, 5267, Revised Statutes of 1878, annotated as being enacted June 10, 1872, giving the Government the right to take telegraph properties, is, in substance, the same language as the proviso at the close of section 3 of the original act of July 24, 1866, and therefore a part of the compact accepted by the Western Union Telegraph Company in June of 1867.

THE FIXING OF RATES BY THE POSTMASTER-GENERAL.

This does not appear to have been considered an imperative duty on the Postmaster General, for no action seems to have been taken by that officer in the direction of fixing rates until July 1 of 1871, when the necessity for it was alleged to have arisen by reason of the complicated character of the service in transmitting the signal weather reports.

A conference with the telegraph companies was invited by Postmaster General Creswell through Captain Howgate, the acting head of the Signal Service, and a discussion of the subject was had in Washington, President William Orton representing the Western Union Telegraph Company, and the Postmaster-General having the assistance of Assistant Attorney-General Whiting and the head of the Signal Bureau, and the rates were fixed satisfactorily to the telegraph companies. They were not annually revised until some years later, and in almost every instance the telegraph companies were consulted as to what they could afford to do the service for. In two instances Postmaster-General Jewell and Postmaster-General James, at the instance of the telegraph companies, recalled and modified their orders after they had been officially proclaimed.

The language of the act—that messages between the several Departments of the Government "*shall have priority over all other business* at such rates as the Postmaster-General shall annually fix"—may be construed as contemplating the fixing of a higher rate than is paid by other patrons because of such priority in transmission over all other business. Certainly it never contemplated conferring the power to fix the rates below the actual cost of the service. Such action is nothing short of confiscation and expropriation of the property and service of employés to the use of the Government without due compensation therefor.

THE RATE AS LAST FIXED.

Twenty cents for twenty words or less for distances of 1,000 miles or less, and 1 cent for each additional word, and one-tenth of a cent per word for each additional 100 miles or fraction thereof, is for distances of about 1,000 miles (as between Washington or New York and St. Louis or Chicago) just one-half the rate paid by the public on current messages. For distances of 300 miles and under it is about three-fourths the commercial rate. Our gross receipts for the last fiscal year, as shown by the annual report, were $19,711,164.12, and the current working expenses were $14,640,592.18, leaving the profits $5,070,571.94, out of which $530,258.30 was paid for interest and sinking fund on bonded debt, which is part of our capitalization.

It will be readily seen that the working expenses, without any return for any part of the capital employed, costs within a fraction of 75 per cent. of the total earnings. If, therefore, the Government rate is less than 75 per cent. of the rate to the public (as it undoubtedly is), then the Government business is now being done at a loss. The table on page 9 of the annual report shows the average cost to the company of handling messages to be 23.2 cents per message. If the Government business does not pay something more than this average, then it must be done at a loss, for the messages, in order to yield such an average, must be considerably above the average length of business messages (about seventeen words), and it is a very exacting service, having precedence over all other business, and requiring prompt and often long-distance messenger deliveries, or rewriting in some cases to deliver by special wires.

These exhibits demonstrate that the rate as fixed for the past year is a great injustice to the telegraph companies, and not on a fair business basis of living profits awarded to railroad companies and other corporations for services rendered. The rates ought therefore to be increased rather than diminished.

By the present rate the Government is saving a large sum, probably $100,000, annually by the reduced cost of its telegraph service below what other patrons have *to pay, and that saving* is necessarily made up off other customers. In all justice

and fair dealing the existing rate should therefore be increased. To do the Government service for nothing necessarily imposes heavier burdens on the people who sustain the telegraph. If the railroads had to haul the mails for nothing they would have to collect more for other service to sustain the expense of operation and pay a moderate return for capital employed. The Government is as able to pay, and every business consideration demands that it shall pay, a fair and reasonable consideration for whatever service it may require.

RATES NAMED FOR THE ENSUING YEAR.

As to the rate named for the ensuing fiscal year in your official circular to the telegraph companies of June 29 ultimo, which you say "will be one mill a word irrespective of distance for all messages day or night." I have only to say that it would not re-imburse what this company has to pay for the clerical service in receiving, counting, checking, routing, numbering, and booking the message before its transmission; that it would not re-imburse what this company has to pay for the time of any one of from 7 to 11 operators that would be engaged in the transmission of a message from Washington to Portland, Oregon; that a message of the ordinary length would not re-imburse what we have to pay for its delivery by messenger after it has reached its destination, to say nothing of any part of the cost of maintaining the lines, battery supplies, stationery, superintending, offices, and other incidental expenses; and, finally, it would not re-imburse the cost to this company of gathering up business, making up the accounts, and making the collections.

A message handed in at Washington is received, counted, and checked by the clerk at the window. It is then sent to the operating room, where the circuit manager routes and numbers it and sends it to the proper instrument. After its transmission it goes to the book-keeper to be entered. What we have to pay for the time of these several employés is certainly more than 1 cent, the value of a ten-word message, and probably more than 2 cents, which would be the price of a twenty-word message at the rate named.

We pay our operators, of the class that handle Government messages, an average of $70 per month, or about $2.70 per day for the twenty-six working days of the month. It is a very fair day's work to handle 180 messages, and they rarely average that per operator in our larger offices; so that each operator handling messages costs us a full one cent and half per message. We employ a large number of operators in Washington and elsewhere by the hour, paying forty cents per hour. They rarely handle thirty messages per hour, the average being about twenty-six, which yields about the same result in the case of handling the messages.

In further examination of the practical operation of transmitting messages from New York or Washington to points on the Pacific coast, I find they are not sent through repeaters all the way in one compound circuit. All west-bound business is relayed at Chicago or St. Louis, so that a message is first sent from Washington to Chicago through one repeating station, requiring three operators. From Chicago to San Francisco it is transmitted in one compound circuit through four intermediate repeating stations, employing six operators, which, added to the three first named, make nine. Then, if it has to go to Oregon, passing through repeaters at one intermediate station, it would require three more operators.

This company transmitted during the last fiscal year 51,463,955 messages. The cost for messenger service was, in round numbers, $1,120,000, making the average cost of delivery per message about 2¼ cents, although a large number of messages to the floor of exchanges, to newspapers, and by special wire deliveries, did not require the use of a messenger. In fact, in most large cities, as in Washington City, we pay by contract with district messenger companies 2¼ cents per message for making deliveries. You may answer that the Government sends letters 1,000 miles and delivers them for 2 cents; but the Government, nor any other patron of the telegraph, would not submit to the *class of deliveries made by the letter-carriers*. In fact, the Govern-

ment itself, in this city, charges 10 cents per letter for special deliveries; and ev telegraph message requires a special delivery. Over more than half the area of t city we pay 5 cents per message for delivery.

In respect to the cost of gathering up the business and making up the accounts collection, at many of our small stations they have but one Government mess during a month. The War Department requires that the messages themselves rendered as vouchers. If an agent or employé of any of the Departments is detain at a small station by railroad interruption, and sends a message of ten words, t manager of that station finds it his duty to inclose that message by mail to t auditor of the company here for collection. That would cost this company a 2 ce postage stamp. Then we shall have sent the message, paid 1½ cents to each operat engaged on it, 2½ cents for delivering it and 2 cents to the Government to forwa the original message as voucher, and when the account is made up we get 1 ce back.

We have been always ready to serve the Government in the promptest and be manner in our line of business, and have done a great deal for the Government wit out charge; giving it the use of wires on special occasions, and opening new statio at considerable expense, for signal and astronomical observations. We have had o accounts tied up for a considerable portion of our service upon technical ruling upon which we have been unable to procure a trial and decision of the courts un the arrears have reached the neighborhood of $100,000

As instructed by the executive committee of the board of directors, I m respectfully make this the protest of the Western Union Telegraph Company, and the subordinate telegraph companies which it controls, against any further reducti below the rates in operation during the last few years of toll to be paid by the G ernment for the transmission of its messages, as a wrong and injustice to this co pany, to its thirty-six hundred stockholders, and to its million of other customers.

I have the honor to remain, most respectfully, yours,

NORVIN GREEN,
President

Hon. JOHN WANAMAKER,
Postmaster-General, Washington, D. C.

POST-OFFICE DEPARTMENT,
OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., July 13, 188

DEAR SIR: Referring again to your courteous letter of the 11th, on the subject rates for Government telegrams for the ensuing fiscal year, I desire to say that rate proposed was upon information furnished to this Department that your c pany has been making rates to various large corporations that are in some insta as low as the figure now proposed for the Government service. With the notic this fact I would not be justified in making for the Government a new contrac higher rates than were charged other patrons, especially so in view of the privil and benefits extended to your company by acts of Congress.

I submit to your own sense of right that the Government, under existing conditi is entitled to the minimum rate.

Very respectfully,

JNO. WANAMAKER,
Postmaster-Gener

Hon. NORVIN GREEN,
President Western Union Telegraph Company,
195 *Broadway, New York, N. Y.*

NOTE.—A reply similar to this was sent to the Postal Telegraph Cable Comp *and the Southern Bell* Telephone and Telegraph Company.

POSTAL TELEGRAPH-CABLE COMPANY,
WASHINGTON BUILDING, No. 1 BROADWAY,
New York, July 16, 1889.

DEAR SIR: I have the honor to acknowledge receipt of your favor of the 13th instant, in which you inform me that the rate proposed by you to be applied to the telegraph business of the Government for the ensuing year, beginning with July 1 instant, namely, one mill per word whether day or night, and regardless of distance, was based upon information that our company "has been making rates to various large corporations that are in some instances as low as the rate above mentioned." I beg to say that such information is not in accordance with the facts.

The lowest rate charged by us for the transmission of any class of dispatches, other than for publication in newspapers, is 20 cents for ten words, exclusive of the date, address, and signature, which are transmitted free, and 1 cent per word for each additional word. This rate only applies to local business within the cities of New York and Brooklyn, between New York and Philadelphia, between the Boards of Trade in Chicago and St. Louis, and between the cities of St. Paul and Minneapolis. In these cases the rate has not been regarded as a paying rate, and has not, in fact, been such, but it resulted in the first instance from extreme competition, and has been continued by reason of various considerations other than a profit from the performance of the service.

In the case of transmission of news reports for publication, the service is varied, depending upon the number of copies "dropped," the distance transmitted, and whether sent during the day or night. Taking the average, the rates received for this work during the day do not amount to less than those charged last year for Government messages, while the service is less exacting, and its volume so great as to permit special arrangements for its transmission and delivery which are not practicable in case of any other business. A large proportion of the press service performed by our company is transmitted at night, in many cases being handled by operators employed and paid by the proprietors of the newspapers, and in every way involving considerations which are in no sense applicable to Government or any other class of business.

Under these circumstances, and in view of the facts which we have before presented to you, we trust you will recognize the propriety of allowing at least the rate heretofore paid us for the limited service which the several Departments of the Government have intrusted to us. We have felt hitherto that they have not accorded to us such share of their telegraph business as we would be entitled to if dealt with in proportion to our facilities as compared with those of the Western Union Company.

We have not regarded the business as profitable, but as a matter of prestige and recognition we have been glad to perform such of it as has been handed to us on the terms heretofore prescribed. We assure you that competition with the Western Union Company, which is now limited to ourselves, is a difficult task at best, and we can not afford to carry any class of business for less than the amount which we have to pay out for handling it.

Thanking you for your courteous consideration since the facts in this matter were brought to your attention, I have the honor to be,

Very respectfully, yours,

A. B. CHANDLER,
President.

Hon. JOHN WANAMAKER,
Postmaster-General, Washington, D. C.

EXECUTIVE OFFICE,
WESTERN UNION TELEGRAPH COMPANY,
New York, July 16, 1889.

SIR: I beg leave to acknowledge receipt of your polite favor of the 13th instant.

The information furnished your Department that this company "has been making rates to various large corporations that are in some instances as low as the figure now proposed for the Government service" is without foundation in fact. I know of no instance in which any corporation, large or small, has a rate for telegraph service that averages as low as that which has been fixed for the Government service annually since July of 1884.

We have contracts for an exchange of service to a limited extent with a large number of railroad companies, they carrying our men and material, and furnishing us labor in constructing, repairing, and rebuilding lines, in return for telegraph service off their lines of road to a limited amount per annum. We have contracts to do service at half the commercial rates with several transportation companies, partly in consideration of what they do for us, and partly in compromise of their claim that the service should come under our railroad contracts, because they are subordinate organizations of the railroad companies. But these contracts stipulate that such half rates shall not reduce the compensation for any message below 20 cents.

Our lowest rates should naturally be those for the transmission of news for publication. It is not an exacting service, but is, in a great measure, a deferred service mostly done at night, and the great bulk of the reports are sent to a large number places simultaneously by one sending operator. This is a service of great public interest, towards which we have contributed largely, frequently without profit, and not infrequently without any compensation therefor. For many years we have distributed the President's message over the wires and given it to every newspaper the country without charge. During the protracted illness of President Garfield and later of General Grant, we sent out the daily bulletins of their condition to all parts of the country free of charge, as we have also frequently distributed the doings of large political or benevolent assemblages.

I can not conceive why the Government should treat this class of service as a measure for fixing rates for Government messages.

I have had compiled in tabular form the rates for Government service as fixed by the Postmaster-General since they were first fixed in July, 1871, now eighteen years, a copy of which I inclose for your convenient reference. It will be observed that the rate has been 1 cent a word within certain limited circuits from the beginning, the only reductions made being by increasing the length of the circuit. After six years each circuit was increased from 250 miles to 500 miles by Postmaster-General Key, and six years later, by Postmaster-General Gresham, the circuit was made 1,000 miles. The minimum for the first twelve years was 25 cents for a message, and for the remaining six years it has been 20 cents. There was no limit to the maximum rate until July, 1875, when Postmaster-General Jewell made a maximum of 10 cents per word for long distances. This was reduced by Postmaster-General Gresham to 5 cents per word, which has remained the maximum since.

After trying the Signal Service or weather reports at 2 cents a word a circuit for one year, it was demonstrated that the service was being done at a loss to the telegraph company, and the rate was increased to 3 cents, where it has remained.

This question came up again under Postmaster-General Jewell, and was carefully investigated by Assistant Attorney-General Whiting, who, after taking testimony reported that 3 cents a word per circuit was as low as the service could be done without loss.

Has it occurred to you that the rate named for the ensuing year is only the one twenty-fifth part of the rate in force for the past five years on distances of 2,000 miles and over? If the Postmaster-General can lawfully make the rate 1 mill per *word, which is practically* nothing, he would have the power to make it 1 mill per

100 words, which would only more patently obtain the Government telegraph service without compensation therefor.

I beg to add that after an experience of thirty-five years in the management of telegraph companies, I am thoroughly satisfied that no message can be received transmitted any distance, enveloped, and delivered by messenger, for less than 20 cents without the service being done at a loss.

I have the honor to remain, most respectfully, yours,

NORVIN GREEN,
President.

Hon. JOHN WANAMAKER,
Postmaster-General.

Rates fixed by Postmasters-General on Government messages.

For fiscal year beginning—	Rate.	Postmaster-General.	Minimum count.	Maximum rate per word.
July 1,—				
1871	1 cent a word for each 250 miles (or fraction thereof).	Creswell	25 words	Not limited.
1872	do	do	do	Do.
1873	do	do	do	Do.
1874	do	do	do	Do.
1875	do	Jewell	do	10 cents.
1876	do	do	do	Do.
1877	1 cent a word for each 500 miles (or fraction thereof).	Key	do	Not limited.
1878	do	do	do	Do.
1879	do	do	do	Do.
1880	do	Tyner	do	Do.
1881	do	James	do	Do.
1882	do	Howe	do	Do.
1883	do	Hatton	do	Do.
1884	1 cent a word for 1,000 miles, or less, and one-fourth cent a word for each 250 miles (or fraction thereof) over 1,000 miles.	Gresham	20 words	2½ cents.
1885	1 cent a word for 1,000 miles, or less, and one-tenth cent a word for each 100 miles (or fraction thereof) over 1,000 miles.	Vilas	do	Do.
1886	do	do	do	Do.
1887	do	do	do	Do.
1888	do	Dickinson	do	Do.

NOTE.—The rate for signal service "*circuit*" messages has been not to exceed 3 cents a word a circuit since July 1, 1872. For the year beginning July 1, 1871, it was not to exceed 2 cents a word a circuit.

Since July 1, 1884, there has been a rate on *night* Government messages of three-fourths of a cent a word on not less than 20 words, and 1 cent a word on words in excess of 20 words, for 2,000 miles or less; and of 1¼ cents a word on not less than 20 words, and 1 cent a word on words in excess of 20 words, for more than 2,000 miles, on a minimum count of 20 words. It was fixed by Gresham, and has been continued by his successors.

EXECUTIVE OFFICE,
WESTERN UNION TELEGRAPH COMPANY,
New York, July 27, 1889.

DEAR SIR: Pending our correspondence in respect to your notice of the rate to be fixed for the Government telegraph service, I have not given any information of the questions raised, nor answered any inquiries of news reporters in respect thereto for publication. But your circular to the telegraph companies of July 13, in which you say "that the rate proposed was upon information furnished to this [your] Department that your [our] company has been making rates to various large corporations that are in some instances as low as the figures now proposed for the Government service," was printed verbatim in a number of the newspapers even before I had received the original by post.

I repeatedly declined to be interviewed even upon this most remarkable statement.

But its extensive publication throughout the country by many papers, in justification of the rate named for Government service for the ensuing year, and by others with comments on the alleged unwarrantable discrimination in rates to our customers, has proved so embarrassing in our business relations with the various classes of patrons of the telegraph that, in justice to the interests I represent, I can not longer allow the impression it has made to remain uncorrected.

I wrote you on July 16th that "the information furnished your Department that this company 'has been making rates to various large corporations that are in some instances as low as the figures now proposed for the Government service' is without foundation in fact." "I know of no instance in which any corporation, large or small, has a rate for telegraph service that averages as low as that which has been fixed for the Government service annually since July of 1884."

I did not infer that in the language "various large corporations" you could have referred to the press associations, for very few, if any, of these associations are incorporated, and the larger of them, I know, are only private associations. Nevertheless, after explaining to you that our so-called free service, to a limited extent, for railroad companies, was paid for in kind by the free transportation of men and material, services of their railroad operators, and in most instances the furnishing of labor and other assistance in maintaining the lines, I went on to say that "our lowest rates should naturally be those for the transmission of news for publication. It is not an exacting service, but is, in a great measure, a deferred service mostly done at night, and the great bulk of the reports are sent to a large number of places simultaneously by one sending operator.

"This is a service of great public interest, towards which we have contributed largely, frequently without profit, and not infrequently without any compensation therefor. For some years we have distributed the President's message over the wire and given it to every daily newspaper in the country without charge. During the protracted illness of President Garfield, and later of General Grant, we sent out the daily bulletins of their condition to all parts of the country free of charge; as we have also frequently distributed the doings of large political or benevolent assemblages. I cannot conceive why the Government should treat this class of service a measure for fixing the rates for Government messages."

I might have added that in every scourge of yellow fever and cholera, and in every devastation by flood or fire, we have done for public information, and for private relief, a large amount of service without charge. In the late great disasters at Johnstown and Seattle our entire available facilities at those places were given to public use for several days. But it had never occurred to us that the Government was in such straits as on this account to require its services to be done practically for nothing, or without paying a just compensation therefor, as I believe the Constitution and the laws intended and will compel it to do.

Except the arrangements with railroad and transportation companies referred to and rates for press and commercial news service, we make no reduced rates to any corporations or other patrons, large or small. For messages transmitted and delivered to a single address the Government is our only customer that enjoys reduced rates.

As to the great privileges and benefits derived by this company from the act of 18 they are purely imaginary. I am not aware that we have ever taken a stone or stick of timber, or appropriated a foot of land belonging to the Government, under the act; and where we have needed to build a line across lands belonging to the Government, as in a late instance across the lands along the canal around the Falls of Ohio we have had more trouble and delay in procuring the right to set our poles than if the lands had belonged to private parties.

I have the honor to remain, most respectfully, yours,

NORVIN GREEN,
President

Hon. JOHN WANAMAKER,
Postmaster-General.

POST-OFFICE DEPARTMENT,
OFFICE OF POSTMASTER-GENERAL,
Washington, D. C., August 2, 1889.

DEAR SIR: Referring to your letters of July 11, 16, and 27, which have been given to the public press through channels other than this Department, and in which you protest against any new rate for Government telegrams, and offer various arguments to prove that the old rate of 1 cent a word is as low as your company can accept without loss, I beg leave to say:

First. Your unqualified statement that "the privileges and benefits derived by your company through the acts of Congress are purely imaginary," and the companion assertion that your company has never "taken a stone or stick of timber, or appropriated a foot of land belonging to the Government" under such acts, are not sustained by the facts. It is an undeniable fact that the telegraph companies, in accepting the act of 1866 and afterwards the supplementary acts, considered they were gaining special and actual benefits which fully compensated them for the low rates intended to be granted to the Government, and the representatives of the Government likewise supposed that they were securing some benefits for the valuable concessions being made to the telegraph companies. The telegraph companies not only accepted the acts expecting substantial benefits would ensue, but in the case of the Western Union Telegraph Company notably great and conspicuous benefits have already accrued. Under these grants the company has claimed the right to use, without compensation of any kind as to right of way, all the highways of the country, on the ground of their being post-roads. It has broadened this claim to the extent that the streets of cities and towns are also post-roads, and therefore open and free to its occupancy and use. The courts have sustained it in this claim. You are necessarily familiar with the Pensacola case, in which the Supreme Court of the United States decided that the Western Union Telegraph Company had rights which even the sovereign State of Florida could not annul. Thus, under the benefits of this act, instead of not occupying a foot of public land, as you assert, you are, in fact, occupying many thousands of miles of post-roads, and are privileged to occupy all the highways in the United States. You have thus been able to occupy and use the streets in the large cities of Philadelphia and New York regardless of the views of the local authorities, and almost regardless of public opinion. Even the elevated railroads in New York City have been claimed as post-roads and the claim sustained. The State of New York may regulate in the use, but is not able to deprive you of these great privileges ecured to telegraph companies, and maintained to them alone, by the Congressional act of 1866. Beyond this, the streets of all other cities and towns of the United States have been kept open to your use. I am sure that, upon reflection, you will hardly claim that such great benefits as these are "purely imaginary."

In other respects your company and other telegraph companies have secured substantial benefits from the Government and from the public under acts of Congress, but these I have mentioned are enough, I think, to sustain my former reference to the privileges and benefits given to you by the Government, the value of which, in my judgment, is beyond calculation. Conferring such great privileges and benefits upon you, the Government, in my belief, expected and is entitled to receive not simply your exceptionally low rates to others, but even a lower special rate.

Second. As to your question of the legal power of the Postmaster-General to fix the rate for Government messages, I would only remark that such right appears to have been understood by the previous Postmasters-General as an official duty, and their exercise of the right or performance of the duty has been generally and constantly accepted and respected by the telegraph companies. In any event, I should say we may agree that the act of Congress at least imposes on the Postmaster-General the duty to name the rate and maintain it until in a court of inquiry the rate has been shown to be unjust.

Third. As to your qualified statement that no corporations have received a rate equal to the proposed Government rate of one mill a word.

Your statement that the press associations are not corporations is hardly by the facts, and is not material to the question. They may not be corpora general business, but most if not all of them are incorporated under the law: State, and their dealing with the telegraph company is as a company or cor not as individuals. You will not deny—indeed, one of your officials has ad me—that some of the press associations get their news reports for a mill a each newspaper, and in one association the rate is even lower than that. criticise the press rate; it is not too low. It would be better, in my judgmen public, the press, and the telegraph companies, if it were still lower. As t sociated Press, there is force in your statement that it is a wholesale rate, as for the same dispatch sent over the same wire at the same time to several cu but is it not true that the rates given to some portions of the press effecti tradict your own statement that "for messages transmitted to a single ad Government is our only customer enjoying reduced rates." By this I pres mean that the Government has the lowest rate given to any single customer, est rate being 1 cent a word for day messages and three-fourths of a cent messages; but this charge is made not only upon the message itself, but upo dress and signature as well, so that for ten words in a message and ten wor address and signature, the above rate is, in fact, 2 cents per word in the day t 1½ cents per word at night. Is it not true that the large papers of New Y cago, and other large cities have a half-cent rate for their special dispatche time, and a fourth of a cent at night, or a rate one-half lower than the Govern been granted? Is it not true, also, that this patronage from the enterprisin the most profitable that you have, and that it would, in fact, give you s profit if made still lower? Reduced rates bring increased business and profit. Your own testimony before committees of Congress, at various times, steadily to the effect that every time your company has reduced prices it ha increased income. This accords with my own view that a constantly de rate, where there are large numbers of customers, will both better serve th and better profit any business. I believe that the new rate proposed for the ment would not materially alter the amount of cash received by you, while ernment would be enabled to greatly quicken and vitalize the transacti business in all departments.

It is quite true, as you say, that the Government is able to pay proper rat may add that, so far as I know, is willing to pay just rates, and that it is from my thought that "the people" should suffer by reason of the losses y that you are now making and would still further make on Government bus am satisfied that the people could and should have much lower rates than n and that neither the people nor the Government should suffer because spec rates are given to favored customers.

While claiming that the Government has received the lowest single-addr you not only admit a lower rate to the press, but also plainly say that cert roads or transportation companies are given "half commercial rates." W considered that in Government messages all the words are counted, the add signature as well as the message, and in all other telegrams the messag counted, is it not true that this half-rate to such companies is at least as lo Government rate, and in some instances lower? For instance, a Governm sage from Washington to New York, containing twenty words in the mes ten words in the address and signature, would be charged at 30 cents, which 50 per cent. more than the transportation companies would pay for the sa sage. I am not speaking now, and do not now wish to have confused with of the discussion, the free service you give to railroads for certain free servic These payments I understand to be for rights of way, etc. More than that, formed, your company in many cases actually pays large sums of money to r for rights of way, and it does not seem unreasonable to suppose that it woul *out of place for the telegraph* companies to be expected to make compens

some kind to the Government for its much larger concessions, which, in effect, have secured to you the enjoyment, particularly in cities and towns, of much more valuable rights of way.

Fourth. As to your statement that no message can be carried and delivered by a telegraph company for less than 20 cents without the service being done at a loss. The cost of telegraphic service appears to be a very difficult thing to ascertain definitely. Perhaps in establishing the proper rate for the Government to pay, this subject may best be referred to a commission to ascertain the facts. In one of your letters you put the average cost of a message to the company in receiving, carrying, and delivering at 23.2 cents. In this cost do you not include large sums paid for rentals of leased lines, some of which are not now in use, but only valuable to you in removing competition, rights of way on railroads, and on other accounts, which are obviously chargeable to capital account, and not to operating expenses? Is it not true that within a few years, and for several years in succession, large volumes of business have been handled by your company and other companies, at a minimum rate of 10 cents a message, and did not this rate continue until the Western Union absorbed the competing lines? The table of statistics given in your memorial to the Senate Committee in 1888, shows that during the period of the 10-cent rate your company did not lose money, but made large profits. If this were possible then, and especially as your business has grown very largely in volume since, it would seem that it might be practicable now.

I understand that the Signal Service reports make up a very large proportion of the entire amount of Government telegraphic business. Your schedule shows that for eleven years the Government has been paying about 3 cents a word for each circuit over which Government messages are transmitted. No reduction whatever has been made in that rate since 1877, but within that period you have reduced the public rate from 62½ cents to 30 cents per message, more that 50 per cent. reduction, and the cost of handling telegrams has been reduced during the same period from 43.4 cents to 23.2 cents per message, or over 46 per cent. reduction. Within the past five years the public rate has fallen 18 per cent. and the cost of transmission about 8 per cent., but within that period there has been no reduction whatever in the Government rates.

Taking all these facts into account, I believe that the Government has been paying for its telegraphic service more than any other customer giving you a like or approximate amount of business, and that within the period first named there has not been so great a reduction in the Government rates as to the general public and the press. Waiving entirely the question of benefits accruing to the telegraphic companies, under the act of 1866, the Government ought to be put upon as favorable a basis as to telegraphic rates as your most favored customers.

Inasmuch as this discussion has taken a wider range than I anticipated, it may be proper to add, referring to your letter, that you are right in saying that the acceptance by telegraph companies of the act of 1866, "rendered it to all intents and purposes a compact between the Government and telegraph companies." But I do not agree with all of your next succeeding statements. For instance, the printed copy of your memorial presented to the Senate Post-Office Committee last year misquotes the act of 1866, which should read:

"*Provided, however,* That the United States may at any time purchase all the telegraph lines, property, and effects of any or all companies acting under the provisions of the act of July 24, 1866."

The words "any" and "or" are omitted in your memorial. This omission was, of course, an error, but as your present correspondence expresses the same meaning, I mention the matter merely to remark that your views in that particular are not adopted by this Department. The act of 1866 was, as you say, a compromise measure in which the United States for the time being waived its inherent right to the performance of a telegraphic service in conjunction with the Post-Office. The firs tele-

graph line in this country was built with Government aid, and that the Government did not continue to exercise its undoubted prerogatives by extending and operating the telegraph as a more speedy means of communication than the post was, as is well known, purely an accident.

I have given full and respectful consideration to your protest, weighed your arguments, and investigated the subject for myself through such channels as are open to me, desiring only to protect the interests of the Government.

In conclusion, I beg to remind you that in my letter of July 13, in answer to your protesting against the reduction, I consented to your request for conference on the subject before any official order to the Departments fixing the rate should be issued and I am yet quite willing to entertain any reasonable proposition based upon the known facts.

I have the honor to remain, very respectfully, yours,

JOHN WANAMAKER,
Postmaster-General.

Mr. NORVIN GREEN,
President Western Union Telegraph Company, New York.

EXECUTIVE OFFICE WESTERN UNION TELEGRAPH COMPANY,
New York, August 8, 1889.

DEAR SIR: Acknowledging the receipt of your letter of August 2, I beg to say much regret that the publication of my letters to you, to which you refer, was rendered necessary by the extraordinary statements "on information furnished the (your) Department," contained in your letter of July 13, and extensively printed in the newspapers on the following day.

You again refer to the privileges and benefits derived by this company through the acts of Congress, and especially the act of 1866. You say: "Under these grants the company has claimed the right to use, without compensation of any kind as to right of way, all the highways of the country, on the ground of their being post-roads. has broadened this claim to the extent that the streets of cities and towns are all post-roads, and therefore open and free to its occupancy and use. The courts have sustained it in this claim."

Either you or we are very badly informed by our respective legal advisers as what has been claimed by the telegraph company and held by the courts in respect to the scope and authority of that grant. I have had occasion, from time to time, go through the records in a great many cases, but I do not recall any instance in which such claim has been made and sustained by the courts. What we understood the Government did give us, in the act of 1866, was a franchise and right to do telegraph business in all the States, and this franchise was given alike to all telegraph companies, or other parties who might accept it; and subsequently, by what is known as the Butler amendment, it was especially extended to all railroad companies. But the act never assumed to give us, and could not give us, the right to plant our poles on any but lands actually belonging to the Government; and this right we have very rarely exercised, except when the Government wanted us to extend lines for the convenience of the Government into its navy-yards and military posts and stations, or to its Department quarters in the city of Washington. Had you carefully read the decision in the Pensacola Telegraph Case, to which you refer, you would not have fallen into such a grievous error upon this point. Chief-Justice Waite, in the body of the opinion, thus defines the scope of the act of 1866 under consideration:

"No question arises as to the authority of Congress to provide for the appropriation of private property to the uses of the telegraph, for no such attempt has been made. The use of public property alone is granted. If private property is *required, it must, so far as* the present legislation is concerned be obtained by

vate arrangement with its owner. No compulsory proceedings are authorized. State sovereignty under the Constitution is not interfered with. Only national privileges are granted."

The decision in this case, therefore, was that the State of Florida could not prohibit the Western Union Telegraph Company from erecting and operating its lines of telegraph in that State after it had acquired a right of way for its plant from a railroad company of that State, but did not hold that it was exempt from the obligation to buy or condemn under State statutes the property necessary to enable it to build its lines.

The railroads are post-roads, as well as some of the highways, and if the Government gives us the right of way on post-roads why should we have to pay the railroad companies for it? We have to contract for and obtain our rights of way from the parties who own them, whether railroad companies, turnpike and plank-road companies, or individual land owners; and in case of streets and highways we have to obtain license from the city, county, or State authorities, or condemn under authority of State laws.

I sincerely wish that your ideas of the law that we "are in fact occupying many thousands of miles of post-roads, and are privileged to occupy all the highways of the United States" under the grants of that act may prove sound in law; but we have not relied upon that interpretation of the law, and fear it would not be sustained by the courts. Our occupancy of the streets is always by license of the local authorities or of the State, and in the case of the Elevated Railroad Company in the city of New York, to which you refer, we pay the companies who own the structure for the right to string our wires thereon.

The act to which you refer gives the telegraph companies accepting it the right to take stone and timber from the public lands, and to pre-empt and enter not exceeding 40 acres for each station. We have never needed to use any stone; and since the passage of that act the railroads across the continent have afforded ample facilities for transporting cedar for poles, which is more durable and economical than the native timber that might possibly be found accessible on unoccupied Government lands. As to pre-empting 40 acres of land for a station, we have found that wherever a telegraph station was needed there were no unoccupied Government lands; and if we were to establish a station on any 40 acres of unoccupied Government lands it would be in a locality that would yield no revenue. It is true, therefore, that we have never taken a stone or stick of timber, or appropriated a foot of public land under that law.

The franchise granted this company, in common with other parties, was not supposed to be solely for our benefit, but to secure convenient facilities to the public. The effect of establishing our right to do business in Pensacola was to wipe out a charge of $1 for a ten-word message for a distance of 45 miles over a line that claimed the exclusive franchise under the State law, and the establishment of a branch office in the navy-yard at that port which to this day we are operating for the benefit of the Government at a loss—the business of that office not being sufficient to pay the salary of the operator.

Second. We seem to be getting nearer together as to the power and duty of the Postmaster-General to name the rate of tolls to be paid on Government messages. I only claim that this power and duty are limited by the Constitution to a just compensation for the service required, and that a just compensation must cover the actual cost of the service with something added for the use of facilities necessary to perform it; and as you say the Government is willing to pay just rates, we have come quite to an agreement on the principle that must govern the fixing of rates to be paid.

Third. I still insist that the Government is our most favored customer, and that the rate for Government service during the past five years, considering the character of the service, is lower than that given to any other patron. The Government rate has been 1 cent per word for a thousand miles or less. You may make up a supposed

message, with address and signature of unusual length and twenty words in the body, sent a short distance under our half-rate contracts with certain transportation companies, and show that it is a trifle less than the Government rate; but the half-rate is generally higher, and you forget that this half-rate in money is not all we get. To it must be added the value of what those transportation companies do for us. But when you apply even the strongest supposed case to a message between New York and Chicago, or Washington and St. Louis, you will find the Government rate is the lower.

There is no comparison between the service for the newspapers (even the special rates to one newspaper) and messages transmitted for the Government. A special of 1,500 words would make 50 Government messages of 30 words each, each message requiring a separate checking, booking, numbering, routing, enveloping, and a special delivery. We often have a special news report of 5,000 words or more, equal to over 166 messages of 30 words each, whilst our commercial and social messages average but about 17 words, including address and signature.

In my former statement that for messages transmitted and delivered to a single address the Government was the only customer that enjoyed a reduced rate, I distinctly excepted in the context the service for the newspapers, arrangements with railroad and transportation companies, and the distribution of commercial news reports.

It is not true that this company gives the large papers of New York, Chicago, and other large cities a day rate of one-half a cent per word and a night rate of one-quarter of a cent per word. That rate applies only between New York, Philadelphia, and Washington. Nor is it true that this company gives the large papers of the large cities any lower rate than it gives the small papers of the large cities or the small papers of the small cities. The press rate, which is based on our commercial rate, is the same to every paper in the same city or town, great or small, whether it does business to the extent of $1 per year or $100,000.

It is not true that the patronage from the press is the most profitable we have. There is little or no profit on the regular press service as a whole, and very little on the special press service, and it would not add to our profit if the rate was made still lower. However, as it is based on our commercial rate it necessarily is reduced with it. The question of our press rate has been much discussed with the press associations, who, having many lines leased which they operate themselves, are quite familiar with the cost of rendering it, as they are with the cost of like service in other countries; and it was found and admitted that the press rate of this country, considering distances, is the lowest of any country in the world and the most liberal in its application.

On the Signal Service reports, since 1872, the rate has been reduced, as in case of other Government service, by lengthening the circuits. Until about 1884, the circuit for Signal Service, paying 3 cents per word, was counted as a practical working circuit. A compound circuit, requiring the use of repeaters, as from New York to Milwaukee, with drops, was charged and paid for as two circuits, or at the rate of 6 cents per word. So also were the circuits from New York to Eastport, Me., and from Cincinnati to New Orleans; whilst the circuit from Chicago to San Francisco was rated as four circuits, or 12 cents per word. San Francisco to San Diego, and San Francisco to Olympia, Wash., were each rated and paid for as three circuits, or 9 cents per word. Others were counted double or triple circuits. Now we are only paid 3 cents per word for each of these circuits; so that the rate for Signal Service reports has, on a number of circuits, been reduced to one-half, and on others to one-third of the amount previously paid. If we had been paid last year for this Signal Service on the same basis as in 1872, we would have received nearly twice as much as we did.

Whilst the rate on Government messages, fixed so nearly at the cost of the service at the start, has not been entitled to, and could not be expected to have, a corresponding reduction with the rates to the public from time to time, yet the facts show

I had the honor of a visit from you early last month, and when I parted with you I understood you to say that you would call the next day, at which time I expected that we would reach a conclusion, at least to the extent of an agreement, upon the basis of rates for the Government telegraphing for the present fiscal year.

I regret that you did not find it convenient, then or since, to pursue the subject further, and beg now to say that inasmuch as a more than "reasonable time" has been granted for conference, it is necessary for me to fix definitely the new rates for the year.

I desire to state that I have availed myself of all accessible sources of information to ascertain the rates and rebates in force with the various classes of customers of telegraphic business and have weighed carefully all your able arguments in relation to rates, and while I can not admit your claim that the privileges accorded to telegraph companies by the act of Congress of 1866 are not and never have been of any value to your corporation, I am impressed with what you say in opposition to the application of Associated Press rates to Government business, and consequently have for the current fiscal year revised the order fixing rates and issued the same this day to all the Departments of the Government. A copy of the order is herewith inclosed.

As the reduced rates hereby determined for day messages are practically the same as those upon which one of the divisions or departments of your company, as well as one of its principal competitors, transacted business for the public generally for a considerable time until absorbed by your company, I presume no question can arise as to the fairness of these conclusions.

Permit me, also, to add that while there is no necessity or intention to place any burden upon your company, yet I am convinced that the Government is entitled to very special consideration in rates and privileges of telegraphic service; therefore, for the purpose of determining Government rates in the future, I now formally propose what I have already suggested and understood you to be willing to approve, viz, the appointment of a commission of five suitable persons (two by your company, two by this Department, and the fifth by the four so chosen) to inquire and report to this Department and to your company upon the actual cost and proper value of telegraphic service, their conclusions to embrace a recommendation of equitable rates for the Government telegraph service for the next succeeding fiscal year.

Very respectfully, yours,

JOHN WANAMAKER,
Postmaster-General.

DR. NORVIN GREEN,
President Western Union Telegraph Company, New York.

Rates of pay for communications by telegraph.

POST-OFFICE DEPARTMENT,
Washington, D. C., October 30, 1889.

Pursuant to the authority vested in the Postmaster-General by the act of Congress entitled "An act to aid in the construction of telegraph lines, and to secure to the Government the use of the same for postal, military, and other purposes," approved July 24, 1866, and by the Revised Statutes of the United States, Title LXV, I hereby fix the rates at which such communications as the said statutes prescribe (not including those passing over circuits established by the Chief Signal Officer of the Army) shall be sent during the fiscal year beginning July 1, 1889, and terminating June 30, 1890, by the several companies within the effect of said statutes, as follows:

For day messages containing not more than ten words exclusive of place from, date, address and signature, ten (10) cents for all distances not exceeding four hundred (400) *miles, and one-half* (½) cent for each word in excess of ten words; all distances *being arbitrarily determined* by the method hereinafter stated.

For distances so determined exceeding four hundred (400) miles and not exceeding one thousand miles, fifteen (15) cents for the first ten words counted as above provided, and three-fourths (¾) of one cent for each word in excess of ten words.

For all distances exceeding one thousand miles there shall be added to the price of the message fixed for distances over 400 and under 1,000 miles the sum of ¼ cent for each word counted as above provided.

In cases where the price of a message determined as herein provided shall include a fraction of a cent, such fraction if less than one-half is to be disregarded; if one-half or more it is to be counted as one cent. This applies only to single messages, and the totals of bills containing two or more items.

For night messages of not exceeding twenty (20) words exclusive of place from, date, address and signature, fifteen (15) cents for all distances, and one-half (½) cent for each additional word.

Instead of computing the actual distances of transmission, the distance for payment shall in all cases be taken absolutely to be the number of miles between the capital of the State or Territory, or from the city of Washington, if from within the District of Columbia, from within which (whatever the place) the message is sent, and the capital of the State or Territory, or the city of Washington, if within the District of Columbia, within which (whatever the place) the message is received, as shown in the accompanying table, wherein such distances are given as computed upon the shortest practicable route between such capitals, and which is to be taken as part of this order: *Provided*, That if the message be sent and received within the same State, Territory, or said District of Columbia, the distance for payment shall be taken absolutely to be the minimum distance of four hundred miles.

But it is provided that, if at any time during the year ending June 30, 1890, any such company shall charge the public for a message of ten (10) body words a less rate than is herein fixed for a like number of body words the rates herein prescribed shall, as to such company thenceforth during the year, be reduced to the rates so charged to the public.

The rate for all messages in cipher, known as the Signal Service Weather Report, is hereby fixed at not exceeding two and one-half (2½) cents for each word sent over each circuit as now or hereafter established by the Chief Signal Officer of the Army; all messages sent over a circuit, being dropped at all designated offices therein, without additional charge.

The statutes provide that telegrams between the several Departments of the Government and their officers and agents, in their transmission over the lines of any such company, shall have priority over all other business. All officers of the United States sending such telegrams should indorse thereon the words "Official Business," and should report to the Postmaster-General any failure to transmit them in such priority and any charge made in excess of the rates above prescribed.

Each company will be allowed to charge for messages received from another line at the same rate as if received from the Government direct at the point of transfer for transmission over its own line.

JOHN WANAMAKER,
Postmaster-General.

The Western Union Telegraph Company—action of executive committee, November 6, 1889.

Whereas, on the 29th day of June, 1889, the Postmaster-General of the United States officially announced to telegraph companies that under the provisions of the act of July 24, 1866, they would be required to transmit the official messages of the United States for a compensation of 1 mill for each word without regard to distance, a price which could in no sense be said to compensate the service; and

Whereas, on the 30th of October, 1889, the Postmaster-General, by public circular set forth, as established under *the provisions of said act of* July 24, 1866, a schedule

of rates for all telegraph companies controlled by the provisions of said act, which rates also are materially below the necessary cost to this company and to others of transmitting the messages of the United States; and whereas this company is obliged to consider the enforcement of said rates as a confiscation of its property to that extent, and is advised that obvious injustice under said act is remediable at law:

Resolved, That this company will transmit, as heretofore, with due priority and diligence, all telegrams between the several Departments of the Government and their officers and agents; but this company will not accept as final payment the rates above established until its rights in that regard have received such further consideration as it may be able to secure; and the president of this company is hereby directed to file a copy of this our protest with the heads of the several Executive Departments of the United States.

Copy from the minutes.

[SEAL.] A. R. BREWER,
Secretary.

EXECUTIVE OFFICE WESTERN UNION TELEGRAPH COMPANY,
New York, November 12, 1889.

DEAR SIR: I have your favor of October 30, inclosing your official order of same date, purporting to fix the rates for Government telegraph service for the fiscal year.

The order has had all the careful and deliberate consideration that an official document from such a high source is entitled to receive, and after such full consideration the executive committee of the board of directors has expressed itself unanimously in a preamble and resolutions, a copy of which I inclose to you herewith.

From the rates fixed last year, which were not remunerative, your present order makes an average reduction of a fraction over 40 per cent. On messages transmitted less than 400 miles—which embrace the larger number of Government messages—the reduction is 50 per cent.; and on transcontinental messages the reduction is from 50 to 20 cents each on the minimum message, or 60 per cent. On the Signal Service of the War Department, commonly known as the "Weather reports," the reduction is one-sixth, or something over 16 per cent. The statement upon which you "presume that no questions can arise as to the fairness of these reductions" is that "the reduced rates hereby determined are practically the same as those upon which one of the divisions or departments of your company, as well as one of its principal competitors, transacted business for the public generally for a considerable time."

The fact that the Mutual Union Telegraph Company, a small organization belonging to this company, did, for a time, meet the Baltimore and Ohio Telegraph Company in sending messages short distances and between very few points, at 10 cents, is no evidence that no loss of money was involved. If those companies had made, as you propose, a rate of 10 cents between all points less than 400 miles distant from each other, the Baltimore and Ohio Telegraph System would have been sold out by the Baltimore and Ohio Railroad Company as a bad investment long before it was sold; and that rate would have reduced the earnings of the Western Union Company below its actual expenses in that important department of our business.

If the entire message business of this company for the fiscal year just closed had been sent at the rates named in your last circular, our total receipts from that source would have been about $4,000,000 less than the actual cost to us of transacting that business. If the messages sent by the Government were equal in number for the several distances, the rate named in your circular would average 15 cents for the minimum message of ten body words, estimating ten words free for address and signature; but as very much the greater number would be sent distances under 400 miles, and at the lowest rate established, it is probable that an average of 15 cents would allow for two or three additional body words in each message.

If the whole of the 54,108,326 messages sent during the last fiscal year had paid us but an average of 15 cents, the aggregate revenue for transmitting messages would have been $8,116,248.90. Our total expenses were $14,565,152.61. After deducting

from the expenses the amount paid other lines, the refunded and uncollected items, the rental and operating cost of our Atlantic and Cuba cables, the cost of maintaining leased wires, and the rental for and expenses of the gold and stock and commercial news department, there are still left as expenditures strictly pertaining to the handling of messages $12,118,561.17, which the entire revenue at the rates you name would lack over $4,000,000 of meeting. Even if the Government messages were much longer than I estimate, and should yield (which is scarcely possible) an average of 20 cents each, and all our business were done at that rate, there would still be a deficit of about $2,000,000 in that department of our service.

Commodore Vanderbilt once met the attack of a competing line of steamers by establishing a passenger rate of 10 cents between New York and Albany. Nobody supposed that 10 cents was a remunerative rate for so long a passage, but the move proved effective, because it enabled the commodore to buy the competing line without paying a speculative price for it. Such a course is sometimes entailed by circumstances upon this company. Competing companies are often formed, not for business profits, but to force us to buy them out or retire from the field. When such competition occurs, it is a transient and isolated feature of our message business. To seize upon one such feature, and, so far as your office as an umpire may control, to make that the basis of a rate to be charged on Government business, seems to us not judicial, but vindictive.

It is this view you have taken that we especially regret. We may seem to deserve reprehension, but the statute under which you are acting is judicial and not penal. The award made annually by your predecessors has sometimes subjected us to injustice; but we could ascribe to erroneous judgment the fixing of a rate designed to remunerate us for the service, but which in fact imposed a loss upon us. We have borne the loss in such cases without complaint, even yielding to the wish of the Departments to have the messages sent by them not confined to the definition of the statute but to include all their official business. Upon the present occasion a course is pursued which gives your high official sanction to an attitude towards us which we consider so unjust and so well calculated to operate prejudicially to our general telegraph business that we feel compelled to enter our earnest protest against it.

The further course you suggest of a board of arbitration is within what we have always proffered. We have stood ready always to supply to the incumbent of your office the fullest opportunity for search into the cost of telegraphic business, and to accept freely his impartial judgment. If you prefer to delegate that judgment to a board composed as you suggest, leaving the rates for this year to be governed by that result, we shall be glad to meet it.

Respecting the personal interviews referred to in your letter, I regret that there was a misunderstanding as to any positive engagement to see you again after our last conference. When we separated, you asked if you should see me again. I answered that I did not know of any good that could come of further conference, but that if I found time in the forenoon of the next day, I would make you a short call. The next morning I had some business at our telegraph office, and on returning to my hotel I learned that you had called and expressed regrets at my being out. If I had had the least intimation that you intended to call on me, I should certainly have awaited your arrival.

I have the honor to remain, very respectfully, yours,

NORVIN GREEN,
President.

Hon. JOHN WANAMAKER,
Postmaster-General.

EXHIBIT D.

CONSOLIDATION OF THIRD AND FOURTH CLASS MATTER.

Condensed statement of count and weight of mail matter dispatched on the 22 October, 1889, at ten of principal first-class offices, ten of principal secon ten of principal third-class offices, and ten of principal fourth-class offices.

TOTALS TO ALL DISTANCES.

	Number of pieces.	Number of pounds.	Average weight per piece.	Average distance in miles per piece to which carried.	
			Ounces.		
At 10 first-class offices.					
1. Letters	3,243,666	66,313	.3 +	419	5
2. Postal-cards	496,865	2,609	.08	344	
3. Wrapped parcels under seal at letter rate	6,935	2,087	4.8 +	419	
4. Third-class matter	1,946,106	239,203	1.9 +	612	3
5. Fourth-class matter	96,478	39,140	6.5 —	612	
Total	5,795,050	349,357	.9 +	447	9
At 10 second-class offices.					
1. Letters	109,212	3,064	.4 +	327	6
2. Postal-cards	26,826	140 4/10	.08	282	1
3. Wrapped parcels under seal at letter rate	1,897	666	5.6 +	469	
4. Third-class matter	14,662	3,000	3.2 +	245	
5. Fourth-class matter	4,442	3,504	12.6 +	364	
Total	157,039	10,374 4/10	1.0 +	314	
At 10 third-class offices.					
1. Letters	21,053	397	.3 +	281	8
2. Postal-cards	3,419	17 3/10	.08	206	1
3. Wrapped parcels under seal at letter rate	61	19 1/2	5.0 +	454	
4. Third-class matter	1,282	211	2.6 +	244	
5. Fourth-class matter	365	156	6.8 +	376	
Total	26,180	801 3/10	.5 —	265	
At 10 fourth-class offices.					
1. Letters	3,640	70	.3 +	233	6
2. Postal-cards	966	5 3/10	.08	133	1
3. Wrapped parcels under seal at letter rate	14	4	4.6 —	130	
4. Third-class matter	875	33	.6 +	41	1
5. Fourth-class matter	41	19	7.4 +	226	
Total	5,536	131 3/10	.4 —	185	
Recapitulation of the 40 offices.					
1. Letters	3,382,571	69,849	.3	386	5
2. Postal-cards	528,076	2,772 1/10	.08	339	
3. Wrapped parcels under seal at letter rate	8,907	2,776 1/2		430	
4. Third-class matter	1,962,925	242,447	1.9 +	558	3
5. Fourth-class matter	101,326	42,819	6.7 +	509	
Grand total	5,983,805	360,663 1/2	.9 +	442	

Condensed statement of count and weight of mail matter dispatched on the 22d and 23d of October, 1889, at ten of principal first-class offices, etc.—Continued.

SENT NOT EXCEEDING 50 MILES.

[Average distance, 25 miles.]

	Number of pieces.	Weight in pounds.	Percentage of whole number of pieces.	Percentage of total weight.	Average weight per piece.
At 10 first-class offices.					
					Ounces.
1. Letters	648,083	11,773	19.9+	17.6+	.3 +
2. Postal-cards	143,556	754	28.8	28.9+	.08+
3. Wrapped parcels under seal at letter rate	763	343	11.0+	16.4+	7.1 +
4. Third class matter	212,726	17,794	10.9	7.4+	1.3 +
5. Fourth-class matter	9,533	3,090	9.8	7.8+	5.1 +
Total	1,014,661	33,754	17.5+	9.6+	.5 +
At 10 second-class offices.					
1. Letters	22,225	857	29.5+	28.0+	.4 +
2. Postal-cards	9,616	50	35.8+	35.6+	.08+
3. Wrapped parcels under seal at letter rate	87	177	4.6—	26.6—	32.5 +
4. Third-class matter	5,038	1,075	34.3+	35.8+	3.3 +
5. Fourth class matter	1,416	1,437	31.9—	41.0+	16.2 +
Total	48,382	3,596	30.8	34.6+	1.1 +
At 10 third-class offices.					
1. Letters	8,123	121	38.5+	30.5—	.2 +
2. Postal-cards	1,696	$8\frac{8}{10}$	49.6	49.7	.08+
3. Wrapped parcels under seal at letter rate	14	7	23.0—	36.3+	8.0
4. Third-class matter	655	76	51.1+	36.0+	1.8
5. Fourth-class matter	144	52	39.4+	33.3+	5.8
Total	10,632	$264\frac{8}{10}$	40.6	33.0+	.4 —
At 10 fourth-class offices.					
1. Letter	1,559	29	43.0—	41.4+	.3 —
2. Postal-cards	581	$3\frac{1}{10}$	60.1+	59.6	.08+
3. Wrapped parcels under seal at letter rate	13	3	92.9—	75.6	3.7 —
4. Third-class matter	833	24	95.2	72.7+	.4
5. Fourth-class matter	24	13	58.5+	68.4+	8.7 —
Total	3,010	$72\frac{1}{10}$	54.3+	55.0—	.3 +
Recapitulation of the 40 offices.					
1. Letters	689,990	12,780	20.3+	18.3—	.3 +
2. Postal-cards	155,449	816	20.4+	29.4+	.08+
3. Wrapped parcels under seal at letter rate	877	530	9.8+	19.1—	9.6 +
4. Third-class matter	219,252	18,969	11.1+	7.8+	1.3 +
5. Fourth-class matter	11,117	4,592	10.9+	10.7+	6.6 +
Grand total	1,076,685	37,687	17.9+	10.4+	.5 +

Condensed statement of count and weight of mail matter dispatched on the 22d and 23d of October, 1889, at ten of principal first-class offices, etc.—Continued.

SENT EXCEEDING 50 MILES AND NOT EXCEEDING 200 MILES.

[Average distance, 125 miles.]

	Number of pieces.	Weight in pounds.	Per-centage of whole number of pieces.	Per-centage of total weight.	Average weight per piece.
At 10 first-class offices.					Ounces.
1. Letters	1,001,445	20,726	30.7+	31.2+	.3 +
2. Postal-cards	133,071	699	26.7+	26.8+	.08+
3. Wrapped parcels under seal at letter rate	2,474	646	35.6+	30.9+	4.1 +
4. Third-class matter	501,730	55,855	25.7+	23.3+	1.7 +
5. Fourth-class matter	22,289	8,462	23.1	21.6	6.0 +
Total	1,661,009	86,388	28.5+	24.7+	.8
At 10 second-class offices.					
1. Letters	37,883	998	34.6+	32.2+	.4 +
2. Postal-cards	8,703	46	32.4+	32.7	.08+
3. Wrapped parcels under seal at letter rate	68	47	3.6+	7.0+	11.0 +
4. Third-class matter	5,962	886	40.6+	29.5+	2.3 +
5. Fourth-class matter	1,094	571	24.6+	16.2+	8.3 +
Total	53,710	2,548	34.2	24.5—	.7 +
At 10 third-class offices.					
1. Letters	6,116	126	29.0+	31.7+	.3 +
2. Postal-cards	898	$4\frac{7}{16}$	26.2+	26.2	.05+
3. Wrapped parcels under seal at letter rate	24	6	40.0—	31.2—	6.8 +
4. Third-class matter	270	51	21.0+	24.0+	3.0 +
5. Fourth-class matter	60	41	16.4+	26.3—	10.9
Total	7,368	$228\frac{7}{16}$	28.1+	28.5+	.4 +
At 10 fourth-class offices.					
1. Letters	1,112	20	30.5+	28.5+	.3 +
2. Postal-cards	186	1	19.2+	19.2	.08+
3. Wrapped parcels under seal or letter rate					
4. Third-class matter	26	6	3.0—	18.1+	3.7 —
5. Fourth-class matter	7	3	17.0+	15.8—	7.0 —
Total	1,331	30	24.0+	22.8+	.3 +

Recapitulation of the 40 offices.

1. Letters	1,046,556	21,870	30.9+	31.3+	.3 +
2. Postal-cards	142,858	$750\frac{7}{16}$	27.0+	27.1—	.08+
3. Wrapped parcels under seal at letter rate	2,566	699	28.8+	25.1+	4.3 +
4. Third-class matter	507,988	56,798	25.8+	23.4+	1.7 +
5. Fourth-class matter	23,450	9,077	23.1+	21.2—	6.1 +
Grand total	1,723,418	$89,194\frac{7}{16}$	28.9—	24.7+	.8 +

***Condensed statement of count and weight of mail matter dispatched on the 22d and 23d of October, 1889, at ten of principal first-class offices, etc.*—Continued.**

SENT EXCEEDING 200 MILES, AND NOT EXCEEDING 500 MILES.

[Average distance, 350 miles.]

	Number of pieces.	Weight in pounds.	Per-centage of whole number of pieces.	Per-centage of total weight.	Average weight per piece.
					Ounces.
At 10 first-class offices.					
1. Letters	732,698	15,458	21.6+	23.3+	.3 +
2. Postal-cards	109,484	575	22.3+	22.0+	.08+
3. Wrapped parcels under seal at letter rate	1,733	434	24.9	20.8—	4.0 +
4. Third-class matter	391,188	61,116	20.1+	25.5	2.5 —
5. Fourth-class matter	21,955	8,686	22.8	22.2	6.3 +
Total	1,257,058	86,269	21.6+	24.7—	1.0 +
At 10 second-class offices.					
1. Letters	16,049	437	14.7—	14.3—	.4 +
2. Postal-cards	3,844	20	14.3+	14.2	.08+
3. Wrapped parcels under seal at letter rate	1,432	307	75.4+	46.1—	3.4 +
4. Third-class matter	1,723	492	11.7+	16.4	4.5 +
5. Fourth class matter	845	549	19.0+	15.6+	10.3 +
Total	23,893	1,805	15.2	17.4	1.2+
At 10 third-class offices.					
1. Letters	3,201	70	15.2+	17.6+	.3 +
2. Postal-cards	409	2 1/10	11.9+	11.7	.08+
3. Wrapped parcels under seal at letter rate	1	1/2	1.6+	.9+	4.0
4. Third-class matter	200	42	15.6+	20.0—	3.3 +
5. Fourth-class matter	63	35	17.2+	22.4+	8.8 +
Total	3,874	149 7/10	14.4+	18.6+	.6 +
At 10 fourth-class offices.					
1. Letters	482	10	13.2+	14.3—	.3+
2. Postal-cards	150	1/10	15.5+	17.3	.08+
3. Wrapped parcels under seal at letter rate					
4. Third-class matter	9	1	1.0+	3.0+	1.7 +
5. Fourth-class matter	3	1	7.3+	5.2+	5.3 +
Total	644	12 3/10	11.6+	9.8+	.3 +

Recapitulation of the 40 offices.

1. Letters	752,430	15,975	22.2+	22.8+	.3 +
2. Postal-cards	113,887	598	21.5+	21.5+	.08+
3. Wrapped parcels under seal at letter rate	3,166	741 1/2	35.5+	26.6+	3.7 +
4. Third-class matter	393,120	61,651	20.0+	25.4+	2.5 +
5. Fourth-class matter	22,866	9,271	22.5+	21.6+	6.5 —
Grand total	1,285,469	88,236 1/2	21.4+	24.4+	1.0 +

EXHIBIT A.—*List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.*—Continued.

Post-offices.	Postmasters.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Apopka, Fla	W. R. McLeod	$42.52			Burglary	May 14, 1883	$30.00			Allowed	Dec. 26, 1888
Applegate, Mich	O. A. Munn				Fire	Sept. 5, 1881				Dismissed*	Sept. 6, 1888
Appleton City, Mo	J. R. Pickeril				do	Aug. 9, 1871				do*	Do.
Arcadia, N. C	Miss L. M. Hampton				do	Mar. 21, 1888			$9.00	Allowed	Oct. 22, 1888
Argentine, Mich	L. G. Bishop			$43.95	Burglary	July 31, 1882			43.95	do	Mar. 9, 1889
Armington, Ill	C. Bryson				do	Feb. 6, 1882				Dismissed*	Sept. 6, 1888
Armour, N. C	R. S. Love				do					do*	Do.
Arrington, Va	J. H. White[1]	34.58			Fire	Feb. 25, 1882				Disallowed	Feb. 9, 1889
Ashland, N. J	Amos Ebert			8.00	Burglary	Mar. 9, 1887	.58		8.00	Allowed	Jan. 4, 1889
Aspinwall, Pa	C. M. Bowman			10.37	Fire	Sept. 28, 1881				Dismissed*	Sept. 6, 1888
Assumption, Ill	J. A. Bridge	204.25			Burglary	June 18, 1880	204.25			Allowed	Jan. 9, 1889
Athens, Mich	J. H. Watkins	262.93			do	Dec. 13, 1880	87.33			do	Feb. 9, 1889
Atlanta, Tex	J. B. O'Farrell			168.75	Fire	Apr. 10, 1888			168.75	do	Oct. 27, 1888
Atlantic City, N. J	W. Wright	49.22		1,120.89	Burglary	July 31, 1888	49.22		1,120.89	do	Jan. 31, 1889
Atsion, N. J	T. B. Stiles			2.70	do	Apr. 2, 1888			2.70	do	Nov. 13, 1888
Attica, Ind	A. A. Peacock	51.75			do	Apr. 5, 1886	51.75			do	Dec. 26, 1888
Auburn, Tex	J. W. Wylie[2]	5.00			Fire	Nov. 30, 1884				Disallowed	Dec. 29, 1888
Augusta, Mo	O. Wencker	6.90		49.92	Burglary	June 13, 1888	6.90		49.92	Allowed	Feb. 5, 1889
Au Sable, Mich	F. McMahon	10.00	$167.00		Fire	Oct. 5, 1887	10.00	$167.00		do	Jan. 4, 1889
Do	do			193.64	do	do			193.69	do	Dec. 4, 1888
Avalon, Mo	W. Beauchamp	19.92			Burglary	Apr. 9, 1884	19.92			do	Dec. 26, 1888
Avinger, Tex	L. H. Avinger[3]	48.55			do	Mar. 6, 1886				Disallowed	Feb. 9, 1889
Azusa, Cal	S. McCurdy		2.05	25.11	do	Feb. 10, 1888		2.05	25.00	Allowed	Nov. 13, 1888
Baden, Pa	L. I. Berry	10.00			do	June 19, 1882	10.00			do	Feb. 5, 1889
Bainbridge, Nebr	W. H. Stratton	33.51			do	Mar. 4, 1884	33.51			do	Do.
Bainbridge, Ohio	A. E. Magoffin	23.08			do	Aug. 15, 1874	23.08			do	Dec. 26, 1888
Bakersfield, Cal	E. A. Pueschel	30.00			do	Dec. 19, 1885	30.00			do	Feb. 5, 1889
Baldwin City, Kans	L. B. Bodwell[4]	170.00			do	Nov. 27, 1882				Disallowed	Jan. 11, 1889
Ball Flat, Ala	Margaret Davis[5]				Fire	Dec. 24, 1887				do	Dec. 12, 1888
Banner, Miss	W. G. Wood				do	Nov. 12, 1878				Dismissed*	Sept. 6, 1888
Banta, Cal	Olga Ayres	16.00		129.20	do	Apr. 23, 1888	16.00		129.20	Allowed	Jan. 4, 1889
Bantam, Conn	Charles F. Flynn			80.80	Burglary	Apr. 30, 1888			80.88	do	Oct. 22, 1888
Barkersville, N. Y	N J Shane				Fire	Dec. 7, 1882				Dismissed*	Sept. 6, 1888
Barnesville, Ohio	J. W. Hingeley	30.80			Burglary	Feb. 15, 1888	30.88			Allowed	Oct. 22, 1888
Barry, Md	Mary V. Hogan	31.17			do	June 6, 1886	31.17			do	Jan. 17, 1889
Barryville, N. Y	Not known			8.00	do	Apr. 21, 1883				Dismissed*	Sept. 6, 1888
Barton-on-the-Sound, N. Y	George Worrell				do					do*	Do.
Bartonville, Ill	H. R. Gerdes			18.79	Fire	Oct. 20, 1887			17.74	Allowed	Dec.

Condensed statement of count and weight of mail matter dispatched on the 22d and 23d of October, 1889, at ten of principal first-class offices, etc.—Continued.

ALL DISTANCES EXCEEDING 1,000 MILES.

[Average distance, 1,600 miles.]

	Number of pieces.	Weight in pounds.	Per-centage of whole number of pieces.	Per-centage of total weight.	Average weight per piece.
At 10 first-class offices.					*Ounces.*
1. Letters	287,946	6,482	8.8+	9.7+	.3 +
2. Postal-cards	39,090	205	7.8+	7.8+	.08+
3. Wrapped parcels under seal at letter rate	665	233	9.6	11.1+	5.6 +
4. Third-class matter	342,323	43.468	17.6+	18.2+	2.0 +
5. Fourth-class matter	21,709	10,098	22.5	25.8	7.4 +
Total	692,735	60,486	11.9+	17.3+	1.3 +
At 10 second-class offices.					
1. Letters	9,634	425	8.8+	13.9—	.7 +
2. Postal-cards	1,359	9 7/10	7.0—	7.0—	.08+
3. Wrapped parcels under seal at letter rate	194	88	10.2+	13.2	7.2 +
4. Third-class matter	878	228	6. 0—	7.4+	4.0 +
5. Fourth-class matter	446	292	10.0+	8.3+	10.4 +
Total	13,001	1,037 7/10	8.3+	10.0	1.2 +
At 10 third-class offices.					
1. Letters	1,510	34	7.1+	8.5+	.4 +
2. Postal-cards	125	1/10	3.6+	3.9	.08+
3. Wrapped parcels under seal at letter rate	10	3	16.4+	15.5+	4.8
4. Third-class matter	101	21	8.0—	10.0	3.3
5. Fourth-class matter	41	13	11.2+	8.3+	5. 0+
Total	1,787	71 7/10	6.8+	8.9+	.6 +
At 10 fourth-class offices.					
1. Letters	184	5	5.0+	7.1+	.4 +
2. Postal-cards	2	.....	2.0+	.....	.08+
3. Wrapped parcels under seal at letter rate	1	1	7.1+	25.0	16.0
4. Third-class matter	5	1	.5+	3.0+	3.2
5. Fourth-class matter	2	1	4.9—	5.2+	8.0
Total	194	8	3.5+	6.0+	.6 +

Recapitulation of the 40 offices.

1. Letters	299,266	6,946	8.8+	9.9+	.3 +
2. Postal-cards	41,076	215 1/10	7.7+	7.7+	.08+
3. Wrapped parcels under seal at letter rate	870	325	9.7+	11.7+	6.0 —
4. Third-class matter	344,307	43,718	17.5+	18.0+	2.0 +
5. Fourth-class matter	22,196	10,404	21.9+	24.3—	7.5 —
Grand total	707,717	61,603 1/10	11.9+	17.1—	1.3 +

Extracts from letters of the postmasters at post-offices in the foregoing table, with regard to the advisability of consolidating third and fourth class mail matter.

[New York, N. Y.; Cornelius Van Cott, postmaster.]

* * * After a careful consideration of the subject, I am of opinion that while the admission of merchandise to the mails has operated to the advantage of a large number of the people by practically supplying them with a modified form of express service at points where express companies do not find it to their interest, and therefore can not be expected to supply such service, this is the sole advantage of the system; that while this advantage affords a sufficient justification for its continuance, there is no doubt that it is a burden on the postal revenue which it would not be wise to increase; and that for this and the other reasons named it would not be advisable to reduce the present rate on mailable matter of the fourth class.

[Chicago, Ill.; James A. Sexton, postmaster, indorses report to him of John A. Montgomery, superintendent of mails at his office, in which the following occurs:]

* * * As to the advisability of the consolidation of the two classes (third and fourth), permit me to state my twenty-four years of experience in the service has long ago convinced me that the two classifications were not only an annoyance to the public, and the Department as well, but it seemed to me wholly useless, and I should be heartily in favor of the Department consolidating the two classifications at the same rate of postage now charged for third-class matter.

[Philadelphia, Pa.; William F. Harrity, postmaster.]

* * * Complying with your request that I should state my opinion as to the advisability of the consolidation of the two classes of mail matter with a uniform rate of postage, and that I give such suggestion as I may have to offer in support of the same, I desire to state that in my judgment it would be advantageous to the public service and to the community. If there should be a consolidation of the two classes in question it would simplify the rating of matter falling under the third and fourth class rates of postage, which in itself would be a convenience to the public and to postal employés. In addition, the revenue produced to the service by reason of the present rate of postage upon fourth-class matter would not be so considerably in excess of that obtained at the reduced rate under the consolidation of the two classes. I would further suggest that the reduction of postage upon fourth-class matter would be likely to result in a more general use of the mails by merchants in sending their packages. The increased business, to my mind, would yield an increased revenue, even at reduced rates, that would be in excess rather than under the present revenue derived from postage upon fourth-class matter. To restate the above briefly, a consolidation of the two classes would simplify the work and would yield an increased revenue.

[Boston, Mass.; John M. Corse, postmaster.]

* * * The classification of mail matter is obscure and difficult for officials to distinguish. Third and fourth class matter are of such a character as to render it impossible for the officials in this office to comprehend the distinction in all cases, and the consequence is that questions of difference are constantly being referred to the Department. A vast mass of decisions are accumulating, rendering it impossible for the average employé who is in daily contact with the public to bear in mind the complicated rulings which have been made upon these classes of matter. As a consequence much annoyance and embarrassment are occasioned the public, resulting in censure to the officials.

If the postal officials are not competent to distinguish between third and fourth class matter, how is it possible for the ordinary tradesman, business man, or members of the domestic household, who have less opportunities for obtaining informa-

tion from the Department or the Attorney-General, to understand all the subtleties involved in the classification? It is of the first importance that the public should understand the classes of mail matter and how much postage is required in each instance. Our experience here is that persons desirous of mailing a package are compelled to go from 1 to 2 miles to an office in order to determine its class, weight, and secure the stamps.

It seems of the most obvious necessity that all mail matter should be reduced to two classes; first, written matter, at 2 cents an ounce, and second, all other matter, at a cent for 2 ounces.

[St. Louis, Mo.; William Hyde, postmaster.]

* * * A simplification of the mode of classifying third and fourth class matter would greatly reduce the work in large post-offices, and greatly tend, also, to aid the popular understanding of postage rates. The apparent favoritism shown to publishers and booksellers, by which their merchandise is transmitted in the mail cars at a rate 50 per cent. cheaper, in most cases, than that charged against dealers in other articles of trade, has long been a source of dissatisfaction and complaint. * * * To conclude, I believe there should be a uniform rate of postage for third and fourth class mail matter, and that the rate should be 1 cent per ounce.

[Cincinnati, Ohio; John C. Riley, postmaster.]

* * * In regard to the proposed consolidation of matter of the third and fourth classes, I would say that such a measure would result in a great saving of time to stamp clerks and other employés in post-offices who are required to make examination of matter of the different classes before and after mailing, for the purpose of determining the classification under which it properly comes. To the public it would be universally satisfactory, as tending to simplify the classification, which is now confusing, and to thus facilitate the preparation of packages for the mails, both in respect to the method of wrapping and the rate of postage applicable.

From a business point of view I heartily approve of such a consolidation, and would unhesitatingly recommend the adoption of the third-class rate for matter of both classes.

[Baltimore, Md.; Frank Brown, postmaster.]

* * * As to the advisability of consolidating third and fourth class matter, I am heartily in favor of the proposed consolidation, and think no well-founded argument can be advanced against it.

[Pittsburgh, Pa.; J. B. Larkin, postmaster.]

* * * In favor of the present separate classification with the lower rate of postage for matter of the third class, I believe there can be only one argument advanced, viz, that printed matter serves to educate and enlighten the people, and thus proves a benefit to the masses; but as the very large bulk of the printed matter which is sent through the mails is mailed at the second-class rates, at 1 cent per pound, by publishers and newsdealers, and a large percentage of the third class is simply advertising matter, there seems to be less reason for the separate rating than existed before the decreasing of the second-class rates. Of the second, third, and fourth class matter mailed here during the six days ending with October 12, of a total weight of 39,064 pounds, 30,567 was second class, 7,053 was third class, and 1,444 was fourth class.

Of the third and fourth class matter but 17 per cent. was fourth class.

To consolidate the third and fourth classes would be a very great convenience to the officials and employés of the postal service and to the public, and I believe the loss of revenue would be very small.

[Cleveland, Ohio; W. W. Armstrong, postmaster.]

* * * While it is true that under the present definition of third and fourth class matter many questions arise with the public, and some with this office, as to the proper classification of some matter, I am inclined to think that a more simple division could be made, obviating all trouble.

[Detroit, Mich.; Elwood T. Hance, postmaster.]

* * * It is the opinion of this office that a consolidation of third and fourth class matter at a uniform rate of postage, say present third-class rates, is advisable. If postage rates could be simplified they would be much more readily understood by the general public, also postmasters at the smaller offices, to whom postage rates seem to be a difficult problem. It would also seem if third and fourth class matter were included in one class it would be advisable to increase the limit of weight of merchandise packages to, say, 6 pounds.

[Terre Haute, Ind.; David C. Greiner, postmaster.]

* * * To prevent confusion and encourage the use of mail service as a means of sending small packages of merchandise at a moderate cost, I think the classes should be made one, and that as third class.

[Little Rock, Ark.; R. A. Edgerton, postmaster.]

* * * It is exceedingly vexatious, and very often impossible, to determine whether certain mailable articles properly belong to the third or to the fourth class. The question was raised in this office this a. m. by the cashier of a national bank, do blank check books belong to the third or to the fourth class? This instance is only one of many almost daily arising. When such cases arise, and the postmaster is unable to find the article in some guide, he is forced to class it according to his own judgment, and even then often compelled to determine the class arbitrarily, for very often an article can be classed in either class with as good reasons as in one.

Beyond a doubt, the good of the service and the public would be promoted by merging both classes into one at some uniform rate.

[Lancaster, Pa.; H. E. Slaymaker, postmaster.]

I am of the opinion that both classes should be consolidated. First, because it would be an accommodation to the public; and again, many more articles would be sent by mail at third-class rate. Also, that the limit of weight should be increased to 6 or 8 pounds.

[Camden, N. J.; William J. Browning, postmaster.]

* * * In my opinion, the separate classification of matter included in the third and fourth classes is not only the source of great embarrassment to the public at large, but entails on the postmaster and his subordinates considerable labor, and subjects them, alike with the public, to embarrassment and annoyance, which the consolidation of the two classes, with a uniform rate of postage, would obviate. I believe that such consolidation would be to the interest not only of the Post-Office Department but to all concerned.

[Houston, Tex.; George A. Race, postmaster.]

I deem consolidation of third and fourth class mail matter, at present third class rate of postage, advisable.

[Waterbury, Conn.; Charles C. Commerford, postmaster.]

Third and fourth class matter might be consolidated and the limit of weight for fourth-class matter reduced to 2 instead of 4 pounds. In our opinion the "convenience of postmasters" has but little to do with it. It is the general public who are *to be accommodated.*

Coal Valley, Pa	Thomas Cain	23.00		150.00	do						
Coal Valley, W. Va	J. W. Montgomery				do						
Cochran, Ind	Killa Cain[1]		8.00		In transit	July 31, 1888					
Cokelan, Tex	James W. Logan				Fire	Jan. 14, 1887					
Columbia, Pa	H. Mullen	542.64			Burglary	Apr. 30, 1880	202.31		11.72	Allowed	Dec. 17, 1888
Do	do[4]				do	do	342.23			do	Jan. 17, 1889
Columbia City, Ind	Eli W. Brown	32.48			do	Feb. 24, 1888	32.48			do	Feb. 9, 1889
Columbus, Ind	G. E. Finney	6.10			do	Oct. 18, 1887	6.10			do	Dec. 4, 1888
Concord, Mass	William Buttrick	110.00	34.07	648.29	do	July 12, 1888	110.00	34.07	648.29	do	Mar. 2, 1889
Concordia, Mo	A. Althoff	54.40			do	Nov. 19, 1882	20.00			do	Jan. 11, 1889
Conejos, Colo	G. M. Triplett			260.00	do	Feb. —, 1881				Dismissed*	Sept. 6, 1888
Connersville, Ind	John M. Higgs	147.20			do	Jan. 7, 1886	147.20			Allowed	Dec. 12, 1888
Cora, Kans	Charles M. Isom[1]		38.00		In transit	Mar. 2, 1889				Dismissed	June 28, 1888
Corsicana, Tex	R. J. Shelton			7.00	Fire					do*	Sept. 6, 1888
Cottonwood, Mo	J. M. Goodin			40.00	do	Aug. 1, 1883			40.00	Allowed	Mar. 14, 1889
Courtland, Ala	E. J. Simmons[2]	81.00			Burglary	June 8, 1885				Disallowed	Jan. 17, 1889
Cove Station, Pa	S. W. M. Peters				Fire	Dec. 27, 1887			30.00	Allowed	Do.
Cowlitz, Wash	A. P. Heuriot	24.00			Burglary	May 17, 1883	24.00			do	Mar. 2, 1889
Crandall, Ohio	N. Yungbluth			18.00	do	Apr. 30, 1877				Dismissed*	Sept. 6, 1888
Cresbard, Dak	M. E. Wentworth				Fire	July 9, 1887			23.97	Allowed	Dec. 4, 1888
Crescent, Iowa	N. Swanson	9.07			Burglary	Jan. 17, 1884	9.07			do	Jan. 11, 1889
Creswell, N. C	W. Atkinson				Fire	May 16, 1877				Dismissed*	Sept. 6, 1888
Crete, Nebr	J. W. Craig	24.72			Burglary	Nov. 12, 1885	15.00			Allowed	Jan. 4, 1889
Cromwell, Ky	A. K. Leach	4.50			do	Nov. 4, 1885	4.50			do	Jan. 17, 1889
Cruise, Mo	Charles B. Gray	22.29			do	Sept. 16, 1887	22.29			do	Dec. 28, 1888
Cuba, Ohio	George R. Kearns	27.43			do	Feb. 6, 1888	22.43			do	Do.
Cuffey's Cove, Cal	J. T. Kimball				Fire					Dismissed*	Sept. 6, 1888
Culpeper, Va	J. F. Robertson	159.45			Burglary	Dec. 19, 1887	159.45			Allowed	Oct. 27, 1888
Daguscahonda, Pa	C. T. Lay			17.00	do	Oct. 17, 1874				Dismissed*	Sept. 6, 1888
Dallas, Ark	J. W. Cunningham[1]		55.00		In transit	May 7, 1888				do	July 25, 1888
Do	do[1]		30.00		do	May 9, 1888				do	July 25, 1888
Dallas City, Ill	B. Mendenhall	5.00			do	Mar. 7, 1877	5.00			Allowed	Jan. 9, 1889
Dallas City, Pa	Mrs. H. E. Lisley			9.66	Fire	May 23, 1888			9.66	do	Jan. 8, 1889
Darlington, Md	H. C. Whiteford	20.00			Burglary	Nov. 29, 1883	20.00			do	Jan. 31, 1889
David City, Nebr	F. E. Wilson	129.37			do	Feb. 9, 1887	129.37			do	Dec. 12, 1888
Davisborough, Ga	R. W. Hardwick				do					Dismissed*	Sept. 6, 1888
Dawn, Mo	D. Morgan[1]		107.00		In transit	Dec. 12, 1888				do	May 14, 1889
Dawson's Cross-Roads, N. C	Mrs. L. A. Harris	5.00			Burglary	May 3, 1882	5.00			Allowed	Mar. 9, 1889
Deansville, N. Y	A. D. Van Vechten	79.06		89.03	do	Sept. 17, 1887	50.00		89.03	do	Jan. 17, 1889
Decatur, Ohio	H. N. Wallace			96.03	do	May 5, 1888			96.03	do	Oct. 22, 1888
Deep Creek, Va	J. M. Johnson	25.00		25.00	Fire	Sept. 9, 1883	25.00		25.00	do	Dec. 4, 1888
Do	do			88.40	do	Mar. 4, 1888			88.40	do	Jan. 17, 1889
Delaware, Ky	J. E. Carricoe			40.00	do	Oct. 26, 1879				Dismissed*	Sept. 6, 1888
Deloit, Iowa	E. T. Fegtley			50.00	do	Jan. 31, 1888			48.89	Allowed	Jan. 8, 1889
Do	do	26.00			Burglary	Sept. 8, 1882	24.09			do	Jan. 17, 1889

* The cases reported as "dismissed September 6, 1888," were, in most instances, filed prior to March 17, 1882, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dismissed from further consideration.

[1] Money recovered.
[2] No proof of loss.
[3] Loss not reported at or about the time it occurred.
[4] Claims for stamps previously adjusted.
[5] Money refunded by contractor.
[6] Additional allowance to correct error.
[7] Loss resulted from negligence of claimant.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1891, by the Post-Office Department—Continued.

Detailed objects of expenditure, and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1889.
POSTAL SERVICE—continued.		
Office of the First Assistant Postmaster-General—Continued.		
Packing boxes, sawdust, paste, and hardware (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1)	$3,000.00	$3,000.00
Printing facing slips, card-slide labels, blanks, and books of an urgent nature for post-offices of the first and second classes (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1)	7,000.00	7,000.00
Total	32,231,985.00	
Office of the Second Assistant Postmaster-General.		
Inland mail transportation, viz, inland transportation by star routes (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1)	5,902,216.55	5,650,000.00
Inland transportation by steam-boat routes (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1)	525,000.00	450,000.00
Mail messenger service (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1)	1,100,000.00	1,000,000.00
Mail bags and mail-bag catchers (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1)	275,000.00	225,000.00
Mail locks and keys (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1)	35,000.00	15,000.00
For rent of building for mail-bag repair shop and lock repair shop; and for fuel, gas, watchmen, charwomen, oil, and repair of machinery for same (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1)	6,500.00	10,000.00
Inland transportation by railroad routes, of which a sum not exceeding $30,000 may be employed to pay freight on postal cards, stamped envelopes, and stamped paper, from the manufactories to the post-offices and depots of distribution (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1)	21,106,275.65	19,105,557.90
Railway post-office car service (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1)	2,543,000.00	2,260,000.00
Railway post-office clerks (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1)	5,910,000.00	5,600,000.00
Necessary and special facilities on trunk lines, *Provided*, That the Postmaster-General may, in his discretion, withdraw this fund, or any portion thereof, from any railroad company, when in his judgment the public interests require it (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1)	295,421.79	295,656.33
Miscellaneous items (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1)	1,000.00	1,000.00
Total	37,699,413.99	
Office of the Third Assistant Postmaster-General.		
Manufacture of adhesive postage and special-delivery stamps (March 2, 1889; vol. 25, pages 841-5, sec. 1)	173,000.00	155,874.00
Pay of agents and assistants to distribute stamps and expenses of agency (March 2, 1889; vol. 25, pages 841-5, sec. 1)	9,000.00	9,000.00
Manufacture of stamped envelopes, newspaper wrappers, and letter-sheets (March 2, 1889; vol. 25, pages 841-5, sec. 1)	875,000.00	852,351.00
Pay of agent and assistants to distribute stamped envelopes, newspaper wrappers, and letter-sheets, and expenses of agency (March 2, 1889; vol. 25, pages 841-5, sec. 1)	16,000.00	16,000.00
Manufacture of postal cards (March 2, 1889; vol. 25, pages 841-5, sec. 1)	180,000.00	228,781.00
Pay of agent and assistants to distribute postal cards and expenses of agency (March 2, 1889; vol. 25, pages 841-5, sec. 1)	7,800.00	7,800.00
Registered package, tag, official, and dead-letter envelopes (March 2, 1889; vol. 25, pages 841-5, sec. 1)	116,000.00	109,745.00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1891, by the Post-Office Department—Continued.

Detailed objects of expenditure, and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1889.
POSTAL SERVICE—continued.		
Office of the Third Assistant Postmaster-General—Continued.		
Ship, steam-boat, and way letters (March 2, 1889; vol. 25, pages 841-5, sec. 1)	$2,500.00	$2,500.00
Engraving, printing, and binding drafts and warrants (March 2, 1889; vol. 25, pages 841-5, sec. 1)	3,500.00	3,000.00
Miscellaneous items (March 2, 1889; vol. 25, pages 841-5, sec. 1)	1,000.00	1,000.00
Total	1,383,800.00	
Office of Superintendent of Foreign Mails.		
Transportation of foreign mails (March 2, 1889; vol. 25, pages 841-5, sec. 1)	664,000.00	655,000.00
Balance due foreign countries (March 2, 1889; vol. 25, pages 841-5, sec. 1).	161,000.00	100,000.00
Total	825,000.00	
Total postal service	72,434,698.99	*66,695,344.23
POSTAL REVENUE.		
Estimated amount which will be provided by the Department from its own revenue accruing from postages and other sources, viz:		
Ordinary revenues $64,604,337.84		
Net revenue from money-order business 810,000.00		
Total postal revenue	65,414,337.84	
Deficiency in postal revenue.		
Leaving a deficiency in the revenue of the Post-Office Department to be provided for out of the General Treasury (March 2, 1889; vol. 25; page 845; sec. 2)	7,020,361.65	Indefinite.
Total postal service deficiency	7,020,361.65	Indefinite.

* Includes $5,000 appropriated for expenses of United States delegates to Vienna Postal Congress, 1890, not asked for for fiscal year 1891.

Gillman, Iowa	F. T. Younge	42.73			....do	Aug. 30, 1887	60.73			....do	Dec. 12, 1888
Gilsum, N. H	Mary A. Hammond	48.00			....do	Oct. 29, 1880	10.00			Disallowed	Jan. 17, 1889
Glasgow, Ill	John H. Dyer			24.83	....do	Oct. 15, 1885				....do	Dec. 4, 1888
Glendale, N. Y	John H. House[4]				....do	Mar. 9, 1886				Dismissed	Dec. 20, 1888
Glenfield, Pa	William Ruffle[3]	25.00	10.00		In transit	Nov. 6, 1888				Allowed	Jan. 17, 1889
Glen Mary, Tenn	A. McDonald[2]				Burglary	Apr. 20, 1885	74.69				Mar. 14, 1889
Glenwood, Mo	H. Chattin	74.69			....do	Sept. 30, 1887	15.00			....do	Nov. 13, 1888
Glidden, Iowa	Thomas Rich	15.00			Fire	May 13, 1888			35.88	....do	Feb. 9, 1889
Goldendale, Wash	D. Eshelman			35.88	Burglary	Oct. 23, 1886	16.65			....do	Jan. 17, 1889
Goleta, Cal	George D. Tilford	16.65			....do	Sept. 26, 1883	6.93			....do	Oct. 22, 1888
Goreville, Ill	W. P. Miller	16.00			....do	Sept. 29, 1885				Disallowed	Nov. 13, 1888
Gower, Mo	John W. Hall[9]	42.00			....do	Apr. 10, 1888			53.40	Allowed	Mar. 9, 1889
Grafton, Mass	M. Hickey			53.40	....do	Mar. 27, 1887	1.00			....do	Jan. 4, 1889
Grafton, Nebr	T. F. Combe	1.00			....do	June 29, 1882	143.57			....do	Jan. 17, 1889
Grafton, Wis	F. L. Harms	143.57			....do	June 9, 1885	5.00			....do	Jan. 28, 1889
Grand Junction, Iowa	W. K. Park	5.00			....do	Mar. 22, 1884	6.13			....do	Jan. 31, 1889
Grant, S. C	A. H. Knight	6.13			....do	Sept. 22, 1880	90.58			....do	Sept. 6, 1888
Granville, Ill	L. L. Shepard	90.58			....do	Apr. 12, 1882	282.67			....do	Nov. 20, 1888
Great Falls, N. H	C. L. Chapman	282.67			....do	Apr. 2, 1881				Dismissed[4]	Feb. 5, 1889
Greenfield, Mass	D. F. Hamilton		8.65		....do	Oct. 11, 1888				Withdrawn	Dec. 26, 1888
Groesbeck, Tex	Sue L. Johnson[8]		76.00		In transit	Nov. 15, 1877				Disallowed	Mar. 9, 1889
Gum Neck, N. C	J. C. Meekins[8]	34.83			Burglary	Apr. 20, 1888				Dismissed	Jan. 4, 1889
Guntersville, Ala	H. W. Hall[8]		53.00		In transit	May 31, 1887			22.00	Allowed	Dec. 4, 1888
Guy's Mills, Pa	John A. Graham			22.00	Burglary	May 6, 1888			8.00	....do	Feb. 9, 1889
Hailey, Idaho	J. Guy Hammer			12.00	....do	Dec. 27, 1887	48.00			....do	Dec. 4, 1888
Halstead, Kans	C. Philbrick	48.00			....do	Apr. 28, 1883	3.50			....do	Feb. 9, 1889
Hamburg, Mo	H. J. Seil	3.50			....do	Dec. 25, 1887	4.00		1.00	....do	Feb. 14, 1889
Hamlin, Ky	R. M. Hamlin	7.72			....do	May 11, 1883	27.43			....do	Dec. 26, 1888
Harlansburgh, Pa	J. A. Campbell	27.43			....do	Oct. 25, 1885				Disallowed	Do.
Harper's Ferry, W. Va	C. B. Wentzell[8]	48.00			....do	Oct. 6, 1888			5.78	Allowed	Do.
Harrellsville, N. C	John O. Asken			5.78	Fire	May 27, 1888	.45			....do	Feb. 14, 1889
Harrison, Ga	Mrs. M. L. Rogers	.45		.35	Burglary	May 9, 1887			17.22	....do	Oct. 22, 1888
Harrison, Ill	John Gilmore			12.00	Fire	Aug. 27, 1886	17.35			....do	Jan. 4, 1889
Hartmonsville, W. Va	W. J. Stump	25.75			Burglary	Nov. 20, 1882	2.76		29.91	....do	Mar. 14, 1889
Hausertown, Ind	George Rentschler	2.76		29.91	....do	Oct. 31, 1883	260.03			....do	Dec. 12, 1888
Haverhill, Mass	William E. Blunt	260.03			....do	May 9, 1888			7.98	....do	Feb. 5, 1889
Hawthorn, Ill	James M. Jackson			7.98	....do	Sept. 4, 1888		20.00		....do	Feb. 9, 1889
Haynesville, La	James R. Smith		20.00		In transit	(?)		34.00		....do	Do.
Do	....do		34.00		....do	Nov. 15, 1880				Dismissed[6]	Sept. 6, 1888
Hellenwood, Tenn	Mrs. C. Cardell				Not known	Mar. 22, 1886	144.69			do[6]	Do.
Hematite, Mo	J. M. England				Burglary	Apr. 17, 1883	18.16			Allowed	Dec. 4, 1888
Hempstead, Tex	A. C. Tompkins	144.69			....do	May 7, 1888				....do	Mar. 2, 1889
Henderson, Minn	S. W. Bennett	18.16			....do					Dismissed	Aug. 5, 1888
Hennepin, Ill	J. H. Seaton[5]		70.00		In transit						

[6] The cases reported as "dismissed September 6, 1888," were, in most instances, filed prior to March 17, 1882, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dismissed from further consideration.

[1] Loss resulted from negligence of claimant.
[2] Loss made good by contractor in whose custody it was when lost.
[3] No evidence that loss was reported at or about the time it occurred.
[4] No proof of loss, and no formal claim made.
[5] Money recovered
[6] Statements contradictory and claims not made within the time required by statute.
[7] No satisfactory proof of loss.
[8] Loss not reported at or about the time it occurred.
[9] The sum allowed is the aggregate of several remittances on different dates.

EXHIBIT A.—*List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.*—Continued.

Post-offices.	Postmasters.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Flora, Pa	S. M. Fuller			$23.38	Fire	Oct. 31, 1887			$23.38	Allowed	Jan. 31, 1889
Floresville, Tex	W. C. Agee	$45.48			Burglary	Feb. 19, 1886	$45.48			do	Dec. 26, 1888
Floyd's Fork, Ky	George W. Beckley			22.12	Fire	June 10, 1888			22.12	do	Mar. 14, 1889
Forest Grove, Oregon	John R. Griffin[1]	68.00			Burglary	Feb. 5, 1888				Disallowed	Jan. 9, 1889
Forestville, Iowa	William Wall	6.98		8.41	do	July 3, 1887	6.98		8.41	Allowed	Oct. 22, 1888
Forkland, Ala	A. D. Glover	13.36			do	Oct. 11, 1887	13.36			do	Dec. 26, 1888
Fort Mitchell, Va	Virginia F. Fore	88.23			Fire	Mar. 17, 1887	33.00		20.00	do	Dec. 4, 1888
Fort Reed, Fla	George H. Holland			108.00	Burglary	May 28, 1880	14.00		94.22	do	June 6, 1889
Foster City, Dak	M. Turner				do	July 22, 1880				Dismissed*	Sept. 6, 1888
Frankfort, N. Y	W. J. Piper	13.00			do	Sept. 6, 1873	13.00			Allowed	Dec. 26, 1888
Franklin, Tenn	Thomas E. Haynes			5.80	do	June 30, 1888			5.80	do	Mar. 14, 1889
Franklin, Va	F. Holland			26.30	Fire	Feb. 26, 1881				Dismissed*	Sept. 6, 1888
Frankstown, Pa	John T. Akers	24.56			Burglary	June 22, 1882	24.56			Allowed	Mar. 9, 1889
Frazeysburgh, Ohio	I. W. Ewing[2]		$20.00		In transit	Feb. 29, 1888				Dismissed	Mar. 1, 1889
Freeland, Mich	William Roeser[3]	85.00			Burglary	Mar. 27, 1882				Disallowed	Jan. 9, 1889
Fremont, Ind	W. W. Wilkinson	228.24			do	Mar. 21, 1882	214.00			Allowed	Jan. 31, 1889
Fremont, Iowa	J. A. Gunn	56.75			do	Mar. 10, 1885	24.77			do	Do.
Frewsburgh, N. Y	H. G. Howard[4]				do	May 14, 1883				Dismissed	Sept. 22, 1888
Frog Level, S. C	D. Kiblar				Fire	July 5, 1873				do*	Sept. 6, 1888
Fultonham, Ohio	George Axline	2.50			Burglary	Mar. 6, 1884	2.50			Allowed	Jan. 17, 1889
Gabriel's Mills, Tex	J. R. Brizendine	3.72			do	July 21, 1884	3.72			do	Jan. 17, 1889
Galesville, Ala	W. F. Smyer[5]	29.61			In transit	July 3, 1888				Dismissed	Dec. 20, 1888
Galva, Ill	John Gaster	282.71			Burglary	Sept. 29, 1886	282.71			Allowed	Dec. 26, 1888
Gambetta, Va	Thomas Nuckolls			60.00	do	May 20, 1888			50.00	do	Jan. 8, 1889
Gardi, Ga	E. Harper	19.35			do	Mar. 29, 1887	19.35			do	Jan. 17, 1889
Gardner, Mass	S. E. Richardson	3.00			do	July 17, 1888	3.00			do	Mar. 9, 1889
Gasport, N. Y	Charles V. Mosier			39.88	do	Apr. 26, 1880			39.88	do	July 25, 1888
Gaston, Oregon	H. L. Marston				do					Dismissed*	Sept. 6, 1888
Gates' Mills, Ohio	J. A. Badcon			32.73	Fire	Feb. 19, 1880				do*	Do.
Geneva, N. Y	C. L. Hemiup	453.52			Burglary	Oct. 8, 1879	453.52			Allowed	Oct. 10, 1888
Gentryville, Ind	James Martin	61.96			do	May 5, 1885	23.46			do	Dec. 12, 1888
Georgiana, Ala	John R. Stott	63.25			do	Nov. 8, 1887	63.25			do	Oct. 27, 1888
Germany, Ind	James H. Nafe			15.00	Fire	Dec. 1, 1887			15.00	do	Oct. 22, 1888
Gervais, Oregon	W. V. Rinehart				do	Aug. —, 1870				Dismissed*	Sept. 6, 1888
Do	F. A. Mangold	49.57			Burglary	July 29, 1886	49.57			Allowed	Jan. 4, 1889
Gibson, Mo	R. M. Dickson			1.38	Mice	Aug. 14, 1888			1.38	do	Do.
Gibsland, La	R. F. Parnell	39.50	9.32		Burglary	Apr. 29, 1888	39.50	$9.32		do	Nov. 13, 1888
Gilead, Ill	E. Wilkinson			9.50	Fire	Feb. 24, 1887			8.40	do	Do.
Gilkerson, Ark	L. T. McDaniel	1.00			do	Jan. 20, 1887	1.00			do	Do.
Gilliam, Mo	F. H. Norvell			26.71	Storm	July 15, 1884			26.71	do	Dec. 4, 1888

				270.00	Burglary	July 2, 1[illegible]				Allow[illegible]	Jan. 31, 1[illegible]
Gillman, Iowa	F. T. Youngs	42.73			do	Aug. 26, 1887	42.73			do	Dec. 12, 1888
Gilsum, N. H	Mary A. Hammond	48.00			do	Oct. 29, 1880	10.00			Disallowed	Jan. 17, 1889
Glasgow, Ill	John H. Dyer			24.83	do	Oct. 15, 1885				do	Dec. 4, 1888
Glenfield, Pa	John H. House[6]				do	Mar. 9, 1886				Dismissed	Dec. 20, 1888
Glen Mary, Tenn	William Ruffies[1]	25.00			In transit	Nov. 6, 1888				Allowed	Jan. 17, 1889
Glenwood, Mo	A. McDonald[2]		10.00		Burglary	Apr. 26, 1885	74.69			do	Mar. 14, 1889
Glidden, Iowa	H. Chattin	74.69			do	Sept. 30, 1887	15.00			do	Nov. 13, 1888
Goldendale, Wash	Thomas Rich	15.00			Fire	May 13, 1888			35.88	do	Feb. 9, 1889
Goleta, Cal	D. Eshelman			35.88	Burglary	Oct. 23, 1886	16.65			do	Jan. 17, 1889
Goreville, Ill	George D. Tilford	16.65			do	Sept. 26, 1883	6.93			Disallowed	Oct. 22, 1888
Gower, Mo	W. P. Miller	16.00			do	Sept. 29, 1885				Allowed	Nov. 13, 1888
Grafton, Mass	John W. Hall[7]	42.00			do	Apr. 10, 1888			53.40	do	Mar. 9, 1889
Grafton, Nebr	M. Hickey			53.40	do	Mar. 27, 1887	1.00			do	Jan. 4, 1889
Grafton, Wis	T. F. Combe	1.00			do	June 29, 1882	143.57			do	Jan. 17, 1889
Grand Junction, Iowa	F. L. Harms	143.57			do	June 9, 1885	5.00			do	Jan. 28, 1889
Grant, S. C	W. K. Park	5.00			do	Mar. 22, 1884	6.13			do	Jan. 31, 1889
Granville, Ill	A. H. Knight	6.13			do	Sept. 22, 1880	90.58			do	Sept. 6, 1888
Great Falls, N. H	L. L. Shepard	90.58			do	Apr. 12, 1882	282.67			do	Nov. 20, 1888
Greenfield, Mass	C. L. Chapman	282.67			do	Apr. 2, 1881				Dismissed[4]	Feb. 5, 1889
Groesbeck, Tex	D. F. Hamilton		8.65		In transit	Oct. 11, 1888				Withdrawn	Dec. 26, 1888
Gum Neck, N. C	Sue L. Johnson[6]		76.00		Burglary	Nov. 15, 1877				Disallowed	Mar. 9, 1889
Guntersville, Ala	J. C. Meekins[6]	34.83			In transit	Apr. 20, 1888				Dismissed	Jan. 4, 1889
Guy's Mills, Pa	H. W. Hall[6]		53.00		Burglary	May 31, 1887			22.00	Allowed	Jan. 4, 1889
Hailey, Idaho	John A. Graham			22.00	do	May 6, 1888			3.00	do	Dec. 4, 1888
Halstead, Kans	J. Guy Hammer			12.00	do	Dec. 27, 1887	48.00			do	Feb. 9, 1889
Hamburg, Mo	C. Philbrick	48.00			do	Apr. 28, 1883	3.50			do	Feb. 14, 1889
Hamlin, Ky	H. J. Sell	3.50			do	Dec. 25, 1887	4.00		1.00	do	Dec. 26, 1888
Harlensburgh, Pa	R. M. Hamlin	7.72			do	May 11, 1883	27.43			do	Do.
Harper's Ferry, W. Va	J. A. Campbell	27.43			do	Oct. 25, 1885				Disallowed	Do.
Harrellsville, N. C	C. B. Wentzell[6]	48.00			do	Oct. [illegible], 1888			5.78	Allowed	Feb. 14, 1889
Harrison, Ga	John O. Asken			5.78	Fire	May 2[illegible], 1888	.45		.35	do	Oct. 22, 1888
Harrison, Ill	Mrs. M. L. Rogers	.45		.35	Burglary	May 9, 1887			17.22	do	Jan. 4, 1889
Hartmonsville, W. Va	John Gilmore			12.00	Fire	Aug. 27, 1886	17.35			do	Mar. 14, 1889
Hausertown, Ind	W. J. Stump	25.75			Burglary	Nov. 20, 1882	2.76		29.91	do	Dec. 12, 1888
Haverhill, Mass	George Rentschler	2.76		29.91	do	Oct. 31, 1883	260.03			do	Feb. 5, 1889
Hawthorn, Ill	William E. Blunt	260.03			do	May 9, 1888			7.98	do	Feb. 9, 1889
Haynesville, La	James M. Jackson			7.98	do	Sept. 4, 1888		20.00		do	Do.
Do	James R. Smith		20.00		In transit	(5)		34.00		do	Sept. 6, 1888
Hellenwood, Tenn	do		34.00		do					Dismissed[4]	Do.
Hematite, Mo	Mrs. C. Cardell				Not known	Nov. 15, 1880				do[4]	Dec. 4, 1888
Hempstead, Tex	J. M. England				Burglary	Mar. 22, 1886	144.69			Allowed	Mar. 2, 1889
Henderson, Minn	A. C. Tompkins	144.69			do	Apr. 17, 1883	18.16			do	Aug. 5, 1888
Hennepin, Ill	S. W. Bennett	18.16			do	May 7, 1888				Dismissed	
	J. H. Seaton[6]		70.00		In transit						

[4] The cases reported as "dismissed September 6, 1888," were, in most instances, filed prior to March 17, 1882, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dismissed from further consideration.

[1] Loss resulted from negligence of claimant.
[2] Loss made good by contractor in whose custody it was when lost.
[3] No evidence that loss was reported at or about the time it occurred.
[4] No proof of loss, and no formal claim made.
[5] Money recovered
[6] Statements contradictory and claims not made within the time required by statute.
[7] No satisfactory proof of loss.
[8] Loss not reported at or about the time it occurred.
[9] The sum allowed is the aggregate of several remittances on different dates.

and received sentence only for the maximum term under the statute above cited, to wit, five years. A punishment so moderate does not seem just to the postal service, nor does it afford sufficient protection to the agents and property of the Post-Office Department. Why the same care and protection should not be extended by the United States to a post-office building as is guarantied to the contents of carpenter shops or store-houses by the statutes of the several States, is difficult to determine. The extreme penalty of five years now fixed by statute does not awe the professional house-breaker, and I am well satisfied that many cases have been tried where a punishment of full five times five years was deserved and would have been imposed had the law permitted.

An amendment to the section above quoted, and also to the act of March 17, 1882, and the amendatory act of March 19, 1888, relating to allowances to postmasters for losses by burglary, seems important by reason of the absence of any definition of the crime of burglary in the existing statutes of the United States.

In some of the States the forcible entry of a house in the day-time is defined to be "burglary." Because of the failure to provide any definition of the crime, the Federal courts (and the Department in the settlement of the claims aforesaid) are obliged to adopt the common-law definition, to wit, the forcible entry of premises in the night-time. In quite a number of cases arising under the criminal and civil acts referred to, the fact of forcible entry can be proved, but the time can not be determined with certainty.

I therefore suggest that section 5478, Revised Statutes, be amended so as to read as follows:

Any person who shall forcibly break into, or attempt to break into, any post-office or any building used in whole or in part as a post-office, with intent to commit therein larceny or other depredation, shall be deemed guilty of burglary, and on conviction thereof shall be punished by a fine of not more than one thousand dollars, and by punishment at hard labor for not more than twenty years.

Amendments to the acts referred to, of like import, are important.

One other phrase in said acts leads to difficulty in the settlement of losses, as for instance, in determining what constitutes "an unavoidable casualty," which has no certain definition in the law. Highway robbery or larceny, whereby loss to a postmaster is occasioned, and other acts involving such loss, may be considered "unavoidable casualties" but they can only be so held by an exercise of Departmental discretion which should not be substituted for legal enactment if it can be obtained.

It is suggested that the manifest intent of Congress would be better carried out by striking out the words "unavoidable casualty" and substituting therefor "cause not arising from or contributed to by fault or negligence on the part of such postmaster."

With reference to the loss of funds in transit from a post-office to designated office of deposit, the acts authorize allowance of credit provided the remittance was made in compliance with the instructions of the Postmaster-General. There are certain instructions embraced in the regulations governing the remittance of postal and money-order funds, which the Department has found it expedient to adopt, as well for its own protection as for that of postmasters who are required to make remittances, but with which compliance is in some instances impossible or extremely difficult. In such cases the disallowance of claims has frequently been based on purely technical reasons, although there was abundant evidence that the remittances were made in good faith and that losses occurred without fault or negligence on the part of the remitting postmasters.

It would seem that in such cases the Postmaster-General should be permitted to use his discretion, and to allow credit or re-imbursement if satisfied that a failure to comply with instructions did not arise from indifference or willful negligence, and that such failure did not cause or contribute to the loss; and I recommend changes in the law in conformity with these suggestions.

In carrying out the provisions of the said act of May 9, 1888, some embarrassment has been caused by what was doubtless an unintentional discrimination in favor of a certain class of claims, viz, those arising from losses which occurred between March 17, 1882, and May 9, 1888.

The act of March 17, 1882, provided that no claim for losses occurring thereafter should be allowed, unless presented within three months from the date on which the loss accrued. In the act of May 9, 1888, this proviso was stricken out and no period was fixed for the presentation of claims for losses which occurred after March 17, 1882, and prior to May 9, 1888, so that there is now no limit to the time in which such claims may be presented and allowed. A limit is fixed for the presentation of claims for losses which occurred prior to March 17, 1882, and for losses which have occurred since May 9, 1888, or which may hereafter occur; and it would seem proper that some corresponding limit should be fixed for the filing of the class of claims referred to. With that object in view, I suggest the following amendment to the act of May 9, 1888, viz: After the word "provided," insert the following, viz:

That no claim exceeding the sum of two thousand dollars shall be paid or credited until after the facts shall have been ascertained by the Postmaster-General, and by him reported to Congress, together with his recommendation thereon, and an appropriation made therefor: *And provided further*, That this act shall not embrace any claim for losses as aforesaid which occurred more than fifteen years prior to March seventeenth, eighteen hundred and eighty-two, or any claim for losses which occurred prior to the date last mentioned, which was not made within six months after said date, except claims for postal funds, which may be allowed if made within six months from May ninth, eighteen hundred and eighty-eight in cases where the postmaster had, at or about the time of the loss, made report thereof to the Post-Office Department or to a special agent or inspector of the Department, or any claim for losses which occurred subsequent to March seventeenth, eighteen hundred and eighty-two unless such claim was made within six months from the time such loss occurred; and no claim for losses which may hereafter occur shall be allowed unless made within six months from the date of the loss.

Some change in the law concerning the liability of sureties on the bonds of postmasters, and so as to more clearly define their duties and responsibilities when a vacancy in the office of postmaster occurs, should be made. Section 3836, Revised Statutes, provides that their responsibility shall continue until a successor shall be appointed, and that it shall extend to "the safe keeping of the public property of the post-office and the due performance of the duties thereof;" but it is silent as to what authority the sureties may exercise over the office until the vacancy be filled. To enforce the provision cited, the Department regulation provides that upon the death of the postmaster the sureties may take possession of the office, etc., "and may depute one of themselves or another person as acting postmaster," who shall continue to serve in that capacity until the office shall be filled by a regular appointment.

Ordinarily this regulation proves to be sufficient in case of the postmaster's death; but occasionally the Department finds itself seriously embarrassed by the disagreement among the sureties, who meet, discuss the matter, and "agree to disagree," or who divide, one portion suggesting one person and another portion a different person, or, in case of the absence of a part of the sureties when such vacancy occurs, when

those present make a choice, which is afterward disapproved of by the absent sureties. Not only does embarrassment ensue to the Department proper, but the accounts of the vacant postmastership on the records of the Sixth Auditor become entangled in such a way as to retard their final settlement.

The difficulty complained of is not confined to vacancies occasioned by death, but it arises in case of removal, where the conduct of the outgoing postmaster requires the immediate severance of his connection with the office, as well as in instances where the postmaster absconds; and it is more apt to occur when it is known that the politics of the successor will differ from those of the postmaster whose office has just become vacant. I have advised the Auditor in recent cases to recognize the person as acting postmaster who was designated by the sureties representing the largest amount on the postmaster's bond, and in cases where the sureties failed to name any person, to recognize whoever was serving as assistant postmaster prior to the vacancy. This advice, however, was simply the best I could give under the circumstances. It was not a ruling upon the law, but only a proposed common-sense arrangement made necessary by the emergency.

I submit that the section of the Revised Statutes above cited should be so amended as to give the Postmaster-General full power to deal with all such cases in his own way, if the sureties fail to perform their duty, and so as not to disturb their bonded liability. He is often compelled to assume the risk of so acting, but it is by no means certain that he does not also take the risk of releasing the sureties; and it is quite certain that he should not attempt to define the responsibility of sureties in the absence of legal authority to do so.

I would further suggest that the matter of the responsibility of assistant postmasters is one that at this time should be given due consideration by the Department.

This officer is appointed by the postmaster, and in the majority of cases is the most active person connected with the office, and the ostensible business manager thereof. He possesses practically all the authority of the postmaster, and a greater insight into the general business and minutiæ of the office. With all the license and power granted such assistant, he is, however, neither by statute or regulation under any obligation or bond to the Department. His responsibility can only be determined by a judicial consideration of each particular case submitted. In my judgment the Department should be secured by ample bond, executed to and approved by it, in all cases before he enters upon the duties of his office.

I see no reason, also, why this rule should not be extended to include money-order and registry clerks in offices where the same are employed under a designated title as such.

Some action is imperatively demanded to relieve the mails from the burden of carrying filthy and obscene newspapers, pamphlets, and publications, and to protect the public morals against their circulation, and it can only come out of additional legislation defining what is indecent, filthy, and obscene. A publication or thing so indecent that it can not possibly be construed as having been invented or printed in the interest of science, or for the benefit of suffering humanity, or as a warning against immoral practices, may be ruled out of the mail, and the sending of it therein may lead to the punishment of the offender; but it is more difficult to get convictions under the statute relating to obscene matter than for the violation of any other of the postal laws. *The ruling of the* courts is almost uniform on the question of the *non-*

Manokin, Md	George W. Maddox	3.55			do	Feb. 26, 1882	3.55			Allowed	Feb.	9, 1889
Maple Park, Ill	M. A. Walsh	20.00			do	Nov. 27, 1886	20.00			do	Dec.	4, 1888
Markland, Ind	George Clendening[3]	14.00			do	Apr. 8, 1883				Disallowed	Feb.	5, 1889
Marques, Tex	A. D. Boggs	28.15			do	Sept. 26, 1874	28.15			Allowed	Feb.	14, 1889
Marshall, Tex	R. L. Jennings[3]	268.45		1,242.34	Larceny	May 23, 1888				Disallowed	Oct.	3, 1888
Marshfield, Ind	B. A. Jones				Burglary					Dismissed[a]	Sept.	6, 1888
Martinsville, Ill	Isaac Ishler				do	May 6, 1881	113.46			Allowed	Jan.	28, 1889
Marysville, Kans	William Becker	181.54			do	Sept. 11, 1885	181.54			do	Jan.	4, 1889
McBean Depot, Ga	A. Graves				do	Feb. 27, 1878				Dismissed[a]	Sept.	6, 1888
McCluney, Ohio	S. B. Eveland	86.51			do	Mar. 31, 1886	6.57			Allowed	Jan.	8, 1889
McFall, Mo	W. N. Claycomb[2]		22.00		In transit	Mar. 15, 1888				Dismissed	Aug.	31, 1888
McGee's Mills, Pa	W. McGee	27.66			do	Sept. 30, 1888	27.66			Allowed	Jan.	4, 1889
McIntosh, Fla	W. E. Allen	7.25			Burglary	May 19, 1887	7.25			do	Dec.	4, 1888
McKee's Half Falls, Pa	W. P. Hilbish	33.88			do	Oct. 7, 1880	22.75			do	Dec.	22, 1888
McKinney Ark	W. L. Burton				Storm	May 8, 1882				Dismissed[a]	Sept.	6, 1888
McKinney, Tex	W. T. Cox[2]		119.00		Burglary	Mar. 1, 1888				Disallowed	Nov.	13, 1888
Meadow View, Va	Sarah A. M. Gillespie	3.89		7.75	Fire	Apr. 30, 1888	3.89		7.75	Allowed	Feb.	5, 1889
Medford, Md	H. S. Roberts			19.00	do	Feb. 15, 1888			19.50	do	Nov.	13, 1888
Medway, Ohio	F. Wise				do					Dismissed[a]	Sept.	6, 1888
Menominee, Mich	S. W. Abbott	434.94			Burglary	Sept. 4, 1874	85.00			Allowed	Jan.	17, 1889
Mercer, Pa	A. B. Filson	42.11			do	Feb. 7, 1883	42.11			do	Dec.	26, 1888
Mercyville, Mo	J. K. Truitt				do					Dismissed[a]	Sept.	6, 1888
Do	J. T. Tate	42.60			Fire	July 10, 1882	42.60			Allowed	Feb.	5, 1889
Meriden, Kans	R. E. Gillersly	33.62			Burglary	Dec. 30, 1883	25.42			do	Dec.	28, 1888
Methuen, Mass	Jas. T. Wall	25.50			do	Jan. 15, 1887	25.50			do	Jan.	4, 1889
Metuchen, N. J	L. Thomas			6.00	do	Aug. 17, 1885				Withdrawn	Aug.	31, 1888
Mexico, Ind	C. H. Kline			1.32	do	Apr. 12, 1888			1.32	Allowed	Jan.	31, 1889
Micanopy, Fla	A. H. Mather	40.00			do	Apr. 24, 1882	40.00			do	Dec.	20, 1888
Michie, Mich	Geo. M. Gleason	19.41		26.41	do	May 30, 1888	19.41		1.44	do	Dec.	4, 1888
Middletown, Kans	F. S. Sellers			8.88	do	June 23, 1879				Dismissed[a†]	Sept.	6, 1888
Middletown, N. J	H. G. Connover				Fire	June —, 1876				Dismissed[a]	Sept.	6, 1889
Middletown, Va	C. W. Peery	5.00			Burglary	Mar. 6, 1880	5.00			Allowed	Feb.	5, 1889
Midland, Mich	B. F. Bradley	120.00			do	Dec. 17, 1883	25.00			do	Jan.	4, 1889
Midway, Wis	H. M. Swarthout			22.27	Fire					Dismissed[a†]	Sept.	6, 1888
Mifflin, Ohio	Jno. C. Robinson	15.00			Burglary	Sept. 5, 1886	12.00			Allowed	Mar.	2, 1889
Milan, Ind	R. H. Richardson, jr	7.50			do	Oct. 25, 1886	7.50			do	Dec.	12, 1888
Miles' Grove, Pa	L. H. Daily	25.00			do	Apr. 21, 1886	25.00			do	Dec.	4, 1888
Milford, Tex	C. L. Wilson[7]		50.00		In transit	Apr. 27, 1886		50.00		do	Sept.	8, 1888
Milledgeville, Ohio	M. H. Murphy			9.08	Burglary	Oct. 17, 1888			9.08	do	Mar	14, 1889
Do	do[5]	6.40			do	July 20, 1887				Disallowed	Mar.	14, 1889
Millheim, Pa	J. C. Smith	2.00			do	Apr. 14, 1888	2.00			Allowed	Feb.	9, 1889
Millican, Tex	A. G. Steele	55.44			do	Nov. 21, 1887	51.94			do	Dec.	4, 1888
Mill Run, W. Va	J. Guthrie				do	Oct. 21, 1876				Dismissed[a]	Sept.	6, 1888
Millville, Ind	A. Welker	4.13		4.63	do	May 10, 1888	4.13		4.63	Allowed	Jan.	8, 1889
Milnersville, Ohio	J. T. Johnson[3]		174.00		In transit	Feb. 28, 1888				Dismissed	Mar.	1, 1889

[a] The cases reported as "dismissed September 6, 1888," were, in most instances, filed prior to March 17, 1882, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dismissed from further consideration.

[1] Insufficient proof as to amount lost.
[2] Money recovered.
[3] Loss resulted from negligence of claimant.
[4] Loss not reported at or about the time it occurred.
[5] No satisfactory proof of loss.
[6] Loss resulted from negligence and is not within the provisions of the statute.
[7] Allowed under act of Aug. 8, 1888.

In the accompanying exhibit, the amounts claimed are given in cases where specific amounts have been claimed, but in a large number of instances, when loss has resulted from fire, all records have been destroyed, and the claimants have made no attempt to state the amount of loss, leaving it to be estimated by the Department. For this reason no attempt has been made to state the total amount claimed.

Classified according to the cause of loss, the total allowances were as follows, viz:

Losses:	
By fire	$7,128.06
By burglary	35,304.99
By miscellaneous casualties	1,171.12
In transit to depositaries	2,013.38
Total	45,617.55

In each case of disallowance, the reasons therefor are stated in the accompanying exhibit.

BUILDINGS UNDER LEASE.

Exhibit B, accompanying this report, shows the places at which leases were held by the Department on buildings occupied by post-offices, the term of each lease, the amount of rental, and other items of information.

This table shows that at the close of the last fiscal year such leases were held at 327 post-offices and 60 postal stations, at an aggregate cost of $349.535.50. All of these leases except five were held on post-offices of the first and second classes, the five being on offices of the third class. The average cost of rent under said leases at post-offices was $856.43; that of postal stations $1,158.

One hundred and twenty-six post offices occupied Government buildings at that date.

Very respectfully,

JAS. N. TYNER,
Assistant Attorney-General.

The POSTMASTER-GENERAL.

EXHIBIT A.—*List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1888, to June 30, 1889. (Acts of March 17, 1882, and May 9, 1888.)*

Post-offices.	Postmasters.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Adairville, Ky	S. C. Given			$25.00	Fire	June 9, 1879				Dismissed*	Sept. 6, 1888
Do	A. M. Mosely[1]	$30.00	$2.00		Burglary	Mar. 7, 1887				Disallowed	Feb. 5, 1889
Adamsville, Ohio	J. Gaumer	37.32			do	Mar. 10, 1888	$37.32			Allowed	Feb. 14, 1889
Adelphi, Ohio	R. Patterson	63.00			do	Aug. 26, 1881	44.00			do	Dec. 4, 1888
Advance, Mo	M. L. Crabtree[1]		35.24		do	Jan. 23, 1888				Disallowed	Dec. 26, 1888
Akersville, Pa	J. H. Akers			5.25	do	Nov. 25, 1878				Dismissed*	Sept. 6, 1888
Alameda, Cal	A. S. Barber	35.76			do	Aug. 4, 1885	35.76			Allowed	Jan. 4, 1889
Alanthus Grove, Mo	G. K. Wheat[2]	5.20			do	Dec. 22, 1887				Disallowed	Dec. 29, 1888
Albany, Ga	Y. G. Rust	410.00			do	Mar. 27, 1887	410.00			Allowed	Oct. 3, 1888
Albany, N. Y	D. V. O'Leary[3]	10.00		3,526.60	Larceny	Apr. 26, 1888					July 5, 1888
Albright, W. Va	John W. Blaker			66.13	Burglary	June 4, 1888			$66.13	Allowed	Nov. 13, 1888
Alexander, Tex	J. D. St. Clair			333.64	Fire	Dec. 12, 1887			183.50	do	Oct. 22, 1888
Alexandersville, Ohio	J. A. Zimmerman				Burglary	Jan. 22, 1875				Dismissed*	Sept. 6, 1888
Alexandria, La	F. Connolly				do	Nov. 29, 1880				do*	Do.
Alexandria, Mo	C. B. Spicer	57.98			do	Nov. 16, 1885	47.98			Allowed	Dec. 12, 1888
Allen, Tex	J. H. Chesnutt	45.63		2.00	do	Dec. 31, 1885	43.00		2.00	do	Jan. 17, 1889
Do	G. C. Mountcastle	34.00			do	Feb. 2, 1883	34.00			do	Jan. 31, 1889
Allendale, Ga	O. H. Bond			7.35	Fire	Mar. 23, 1883				Dismissed*	Sept. 6, 1888
Allenton, Mo	A. Weugler	4.71		5.01	Burglary	May 8, 1888	4.71		5.01	Allowed	Oct. 22, 1888
Alsen, Dak	M. J. Talbott				Fire					Dismissed*	Sept. 9, 1888
Altona, Mich	S. F. Frye	42.96			do	Oct. 28, 1884	4.00			Allowed	Feb. 9, 1889
Alum Creek, Tex	L. E. Rhodes				do	Dec. 28, 1880				Dismissed*	Sept. 6, 1888
Ames, Nebr	Thomas D. Babbitt	8.50			Burglary	May 20, 1888	8.50			Allowed	Jan. 31, 1889
American Fork, Utah	Jennie McCoard				Fire	Apr. 3, 1882				Dismissed*	Sept. 6, 1888
Amity, Pa	J. M. Hughes[4]	15.00			Burglary	Feb. 8, 1883				Disallowed	Jan. 9, 1889
Andalusia, Ala	J. A. Prestwood[5]		20.00		In transit	Jan. 16, 1889				Dismissed	June 28, 1889
Andrew Chapel, Tenn	R. N. Claiborne				Fire					do*	Sept. 6, 1888
Andrews, Ind	J. H. Lee	10.00			Burglary	Sept. 15, 1886	10.00			Allowed	Dec. 4, 1888
Aniwa, Wis	W. W. Warner	5.00			Fire	Jan. 9, 1884	5.00			do	Feb. 14, 1889
Annapolis, Md	G. Munroe[6]	2,430.00			Burglary	Feb. 4, 1884				Disallowed	Sept. 12, 1888
Anthony, R. I	George Merts			132.81	do	Apr. 26, 1888			132.81	Allowed	Oct. 22, 1888
Apollo, Pa	R. S. Cochran	30.00			do	Aug. 24, 1885	30.00			do	Feb. 14, 1889
Do	do				Fire	Jan. 19, 1876				Dismissed*	Sept. 6, 1888

*The cases reported as "dismissed September 6, 1888," were, in most instances, filed prior to March 17, 1882, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dismissed from further consideration.

[1] Loss resulted from negligence of claimant. [2] Loss not satisfactorily proved. [3] Transmitted to Congress with recommendation for allowance.
[4] Loss not reported at or about the time it occurred. [5] Money recovered.
[6] Previously considered by Auditor for Post-Office Department, under special act of Congress, and disallowed.

EXHIBIT A.—*List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.*—Continued.

Post-offices.	Postmasters.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Apopka, Fla	W. R. McLeod	$42.52			Burglary	May 14, 1883	$30.00			Allowed	Dec. 26, 1888
Applegate, Mich	O. A. Munn				Fire	Sept. 5, 1881				Dismissed[a]	Sept. 6, 1888
Appleton City, Mo	J. R. Pickeril				do	Aug. 9, 1871				do[a]	Do.
Arcadia, N. C	Miss L. M. Hampton				do	Mar. 21, 1888			$9.00	Allowed	Oct. 22, 1888
Argentine, Mich	L. G. Bishop			$43.95	Burglary	July 31, 1882			43.95	do	Mar. 9, 1889
Armington, Ill	C. Bryson				do	Feb. 6, 1882				Dismissed[a]	Sept. 6, 1888
Armour, N. C	R. S. Love				do					do[a]	Do.
Arrington, Va	J. H. White[1]	34.58			Fire	Feb. 25, 1882				Disallowed	Feb. 9, 1889
Ashland, N. J	Amos Ebert			8.00	Burglary	Mar. 9, 1887	.58		8.00	Allowed	Jan. 4, 1889
Aspinwall, Pa	C. M. Bowman			10.37	Fire	Sept. 28, 1881				Dismissed[a]	Sept. 6, 1888
Assumption, Ill	J. A. Bridge	204.25			Burglary	June 18, 1880	204.25			Allowed	Jan. 9, 1889
Athens, Mich	J. H. Watkins	262.93			do	Dec. 13, 1880	87.33			do	Feb. 9, 1889
Atlanta, Tex	J. B. O'Farrell			168.75	Fire	Apr. 10, 1888			168.75	do	Oct. 27, 1888
Atlantic City, N. J	W. Wright	49.22		1,120.89	Burglary	July 31, 1888	49.22		1,120.89	do	Jan. 31, 1889
Atsion, N. J	T. B. Stiles			2.70	do	Apr. 2, 1888			2.70	do	Nov. 13, 1888
Attica, Ind	A. A. Peacock	51.75			do	Apr. 5, 1886	51.75			do	Dec. 26, 1888
Auburn, Tex	J. W. Wylie[2]	5.00			Fire	Nov. 30, 1884				Disallowed	Dec. 29, 1888
Augusta, Mo	C. Wencker	6.90		49.92	Burglary	June 13, 1888	6.90		49.92	Allowed	Feb. 5, 1889
Au Sable, Mich	F. McMahon	10.00	$167.00		Fire	Oct. 5, 1887	10.00	$167.00		do	Jan. 4, 1889
Do	do			193.64	do	do			193.69	do	Dec. 4, 1888
Avalon, Mo	W. Beauchamp	19.92			Burglary	Apr. 9, 1884	19.92			do	Dec. 26, 1888
Avinger, Tex	L. H. Avinger[3]	48.55			do	Mar. 6, 1886				Disallowed	Feb. 9, 1889
Azusa, Cal	S. McCurdy		2.05	25.11	do	Feb. 10, 1888		2.05	25.00	Allowed	Nov. 13, 1888
Baden, Pa	L. I. Berry	10.00			do	June 19, 1882	10.00			do	Feb. 5, 1889
Bainbridge, Nebr	W. H. Stratton	33.51			do	Mar. 4, 1884	33.51			do	Do.
Bainbridge, Ohio	A. E. Magoffin	23.08			do	Aug. 15, 1874	23.08			do	Dec. 26, 1888
Bakersfield, Cal	E. A. Pueschel	30.00			do	Dec. 19, 1885	30.00			do	Feb. 5, 1889
Baldwin City, Kans	L. B. Bodwell[4]	170.00			do	Nov. 27, 1882				Disallowed	Jan. 11, 1889
Ball Flat, Ala	Margaret Davis[5]				Fire	Dec. 24, 1887				do	Dec. 12, 1888
Banner, Miss	W. G. Wood				do	Nov. 13, 1878				Dismissed[a]	Sept. 6, 1888
Banta, Cal	Olga Ayres	16.00		129.20	do	Apr. 23, 1888	16.00		129.20	Allowed	Jan. 4, 1889
Bantam, Conn	Charles F. Flynn			30.80	Burglary	Apr. 30, 1888			30.88	do	Oct. 22, 1888
Barkersville, N. Y	N. Shane				Fire	Dec. 7, 1882				Dismissed[a]	Sept. 6, 1888
Barnesville, Ohio	J. W. Hingeley	30.80			Burglary	Feb. 15, 1888	30.88			Allowed	Oct. 22, 1888
Barry, Md	Mary V. Hogan	31.17			do	June 6, 1886	31.17			do	Jan. 17, 1889
Barryville, N. Y	Not known			8.00	do	Apr. 21, 1882				Dismissed[a]	Sept. 6, 1888
Barton-on-the-Sound, N. Y	George Worrell				do					do[a]	Do.
Bartonville, Ill	H. R. Gerdes			18.79	Fire	Oct. 20, 1887			17.74	Allowed	Oct. 22, 1888
Bascobel, Ga	C. C. Chandler	21.00			Burglary	May 7, 1888	21.00			do	Jan. 31, 1889
Bates, Ill	W. A. Morrison			11.12	do	Aug. 22, 1888			11.12	do	Do

Bath, N. Y	D. C. Alden	40.00			do	Dec. 19, 1883	40.00			do	Dec. 12, 1888
Bayard, Iowa	J. H. Jackson	9.05			do	May 9, 1883	4.50			do	Jan. 9, 1889
Bayneville, Kans	A. R. Howe			62.84	Fire	Mar. 10, 1888			62.84	do	Dec. 12, 1888
Beauregard, Miss	B. F. Jones[3]	150.00			Storm	Apr. 22, 1883				Disallowed	Dec. 26, 1888
Beaver City, Nebr	John R. Brown[6]	90.39			Burglary	Dec. 16, 1878				do	Jan. 11, 1889
Beaver Falls, Pa	S. S. McFerran[3]	854.51			In transit	Jan. 4, 1888				do	Feb. 5, 1889
Bedford, Tenn	J. T. Gambill			15.00	Fire	Feb. 22, 1888			15.00	Allowed	Jan. 31, 1889
Beechwood, Pa	C. R. Kline	5.00			Burglary	Oct. 30, 1885	4.00			do	Dec. 26, 1888
Belfort, N. Y	T. Q. Frost	14.98			Fire	Sept. 19, 1878	10.00			do	Jan. 28, 1889
Belknap, Tex	James B. Martin				Burglary	June 9, 1881				Dismissed[5]	Sept. 6, 1888
Belle, Miss	R. A. Boyce			50.47	Fire	Dec. 7, 1886			50.47	Allowed	Jan. 17, 1889
Bellevue, Ala	A. P. Leiser	26.04			Burglary	Sept. 19, 1874	26.04			do	Jan. 11, 1889
Bellfair Mills, Va	R. L. Arrington	8.84			Fire	Feb. 13, 1888	8.84			do	Dec. 4, 1888
Bellows Falls, Vt	Q. E. Morgan	50.00			Burglary	Nov. 27, 1884	50.00			do	Dec. 28, 1888
Belmont, Ohio	William Kinney[7]		110.00		In transit	Feb. 27, 1888				Dismissed	Mar. 1, 1889
Belton, Tex	J. C. Smith			90.00	Burglary	Jan. 12, 1878				do[5]	Sept. 6, 1888
Beltshoover, Pa	Caroline Walters			8.55	do	July 11, 1883			8.55	Allowed	Jan. 9, 1889
Bennington, Kans	G. P. Parker	72.59			do	Mar. 9, 1880	72.59			do	Jan. 31, 1889
Benton, N. H	P. W. Allen	35.00			Fire	Sept. 27, 1883	6.00			do	Jan. 11, 1889
Benton Falls, Me	John W. Withee	9.05		6.14	Burglary	Apr. 19, 1888	9.05		6.14	do	Nov. 13, 1888
Berea, Ky	A. J. Hanson	35.18			do	Apr. 18, 1885	35.18			do	Nov. 13, 1888
Berkey, Ohio	R. K. Berkeybee				Fire					Dismissed[5]	Sept. 6, 1888
Berkshire, Ga	James Garner				do	Oct. 24, 1883				do[5]	Do.
Berkshire, N. Y	John R. Ford	.35		15.34	Burglary	July 9, 1888	.35		7.35	Allowed	Jan. 3, 1889
Berlin, N. J	Thomas T. Smith	58.97			do	Dec. 14, 1881	58.97			do	Dec. 26, 1888
Berne, Ind	H. Harruff	140.22			do	Sept. 16, 1887	137.72			do	Dec. 4, 1888
Bethany, W. Va	M. M. Lockhart	59.36			do	Feb. 2, 1883	5.00			do	Feb. 14, 1889
Bevier, Mo	W. J. Rees	82.00			do	Aug. 1, 1881	82.00			do	Dec. 28, 1888
Bickleton, Wash	C. N. Bickle			4.50	Fire	Apr. 29, 1887			4.50	do	Jan. 31, 1889
Bigelow, Mo	D. B. Comer	31.05			Burglary	Apr. 27, 1884	31.05			do	Feb. 14, 1889
Big Falls, N. C	A. Murray				Fire	Jan. 22, 1874				Dismissed[5]	Sept. 6, 1888
Big Sandy, Tex	M. J. Watkins[3]	4.83		20.63	do	Nov. 11, 1884	4.83			Allowed	Jan. 17, 1889
Big Spring, Tex	John Snoddy		220.00		In transit	Jan. 22, 1887		220.00		do	Oct. 22, 1888
Birdville, Tex	T. E. Cross				Burglary					Dismissed[5]	Sept. 6, 1888
Bismarck, Mo	C. F. Manter	41.65			do	Dec. 15, 1876	41.65			Allowed	Dec. 26, 1888
Do	do	20.25			do	May 10, 1882	20.25			do	Do.
Bissella, Ohio	W. S. Reed			14.60	Fire	Oct. 7, 1885			14.60	do	Feb. 14, 1889
Blackfoot City, Mont	C. G. Birdseye			5.00	do	July 3, 1882				Dismissed[5]	Sept. 6, 1888
Blackinton, Mass	R. W. Blackinton	67.29			Burglary	Sept. 6, 1873	40.00			Allowed	June 28, 1889
Black River Falls, Wis	John Parsons	20.00			do	May 29, 1882	20.00			do	Jan. 11, 1889
Do	do	60.00			do	May 10, 1880	50.00			do	Feb. 5, 1889
Black's Station, S. C	J. D. F. Duncan[1]	75.91			Fire	June 12, 1874				Disallowed	Dec. 12, 1888
Blackville, S. C	Mary E. Maher	10.00			Burglary	Aug. 25, 1888	10.00			Allowed	Feb. 14, 1889
Blair, Nebr	Caradora Clark	68.00			do	June 9, 1886	6.50			do	Dec. 12, 1888

[5] The cases reported as "dismissed September 6, 1888," were, in most instances, filed prior to March 17, 1882, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dismissed from further consideration.

[1] No satisfactory proof of loss.
[2] Loss not satisfactorily proved.
[3] Loss resulted from negligence of claimant.
[4] Loss not reported at or about the time it occurred.
[6] No evidence as to amount of loss.
[7] No satisfactory evidence of loss.
[7] Money refunded by contractor, in whose custody it was when lost.
[8] Credit for stamps previously allowed.

EXHIBIT A.—*List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.*—Continued.

Post-offices.	Postmasters.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Prince William, Ind	James P. Winters				Fire					Dismissed*	Sept. 6, 1888
Pryor's Store, Mo	W. H. H. Townsend				do	Feb. 22, 1877				do*	Do.
Putnam, Conn	P. P. Wilson	$635.51			Burglary	June 2, 1877	$635.51			Allowed	June 11, 1889
Queen City, Mo	Elisha Bowen			$6.00	do	Sept. 11, 1882				Dismissed*	Sept. 6, 1888
Radford, Ill	C. Stack	8.55		17.05	Fire	Mar. 19, 1888	8.54		$17.05	Allowed	Dec. 12, 1888
Ralston Station, Tenn	B. E. Dodd	23.01			Burglary	Sept. 22, 1882	23.01			do	Feb. 5, 1889
Randolph, Kans	Thomas Leach[1]		$16.00		In transit	Aug. 11, 1888				Withdrawn	June 28, 1889
Ranger, Tex	T. O. Rawls			17.67	Fire	Oct. 16, 1888			17.67	Allowed	Dec. 26, 1888
Rantowles, S. C	J. F. Gadsden				Burglary	Nov. 3, 1881				Dismissed*	Sept. 6, 1888
Raritan, N. J	Patrick Burns	84.50			do	July 16, 1886	48.00			Allowed	Dec. 4, 1888
Ravenswood, Ill	W. H. Bryan[2]	40.00		35.60	do	Sept. —, 1876				Disallowed	Jan. 28, 1889
Red Bud, Ill	George Carl	128.00			do	Feb. 4, 1881	36.50			Allowed	Mar. 14, 1889
Redwood City, Cal	L. Jacobson	217.70			do	Aug. 21, 1886	217.70			do	Jan. 4, 1889
Reed's Station, Ind	H. H. Darter				Fire	Sept. 23, 1881				Dismissed*	Sept. 6, 1888
Reeves' Station, Ga	J. A. Dugger			30.00	Burglary	June 7, 1878				do*	Do.
Register, Fla	William Register				Fire	Oct. 3, 1883				do*	Do.
Renfrew, Pa	H. W. Koonce	10.00			Burglary	May 1, 1885	10.00			Allowed	Jan. 4, 1889
Republic, Mich	E. S. Rowland	20.00	21.44	44.39	do	Sept. 5, 1883	20.00	$21.44	44.39	do	Feb. 9, 1889
Reservoir, Ohio	James W. Allen				Fire	Dec. 31, 1887			13.30	do	Oct. 22, 1888
Richards, Ind	L. M. Fritch	2.37			Burglary	May 12, 1883	2.37			do	Jan. 9, 1889
Richburgh, S. C	J. T. Backstrom			36.45	Fire	Mar. 19, 1886			34.95	do	Oct. 22, 1888
Rich Coffey, Tex	J. E. Howse			15.00	Flood					Dismissed*	Sept. 6, 1888
Rich Hill, Mo	George P. Huckeby	491.69			Burglary	Feb. 24, 1884	355.00			Allowed	Feb. 9, 1889
Richland, Iowa	Leslie Bassett	58.69			In transit	Oct. 8, 1883	58.69			do	Jan. 28, 1889
Richmond, Mo	S. T. Bassett	1.00			Burglary	Nov. 22, 1886	1.00			do	Jan. 4, 1889
Richmond Centre, Ohio	J. S. Gaskell[3]		42.00	123.31	Fire	Mar. 8, 1888			123.31	do	Jan. 9, 1889
Richwood, Ohio	E. S. Hubbard	96.60			Burglary	Nov. 12, 1884	96.60			do	Do.
Ridgeville Corners, Ohio	B. Fauver				Fire	May 19, 1877				Dismissed*	Sept. 6, 1888
Do	F. A. Rowe	34.30			Burglary	Feb. 15, 1888	34.30			Allowed	Feb. 9, 1889
Rising Sun, Ind	J. W. Facemire	5.00		1.00	do	May 2, 1887	5.00		1.00	do	Dec. 28, 1888
Riverside, Ark	S. M. Jones	52.92			Fire	Dec. 9, 1887	52.92			do	Jan. 4, 1889
Riverside, Iowa	D. W. Ott[4]	15.00			Burglary	June 12, 1883				Disallowed	Jan. 9, 1889
Riverside, Ohio	E. Kusnick[4]	76.25			do	May 4, 1887				do	Jan. 28, 1889
Riverton, Ill	R. W. Jess			10.00	do	Sept. 21, 1882				Dismissed*	Sept. 6, 1888

Roland, Ill					do					Dismissed *	Sept. 6, 1888
Rollersville, Ohio	R. G. Rice				do	Mar. 19, 1885				Disallowed	Jan. 9, 1889
Rolling Fork, Miss	Isaac Smith [1]	60.00			do	June 11, 1872				Dismissed *	Sept. 6, 1888
Rome, Ga	L. A. Lloyd										
	W. H. Adkins		273.00		Theft	Apr. 27, 1888		273.00		Allowed	Dec. 12, 1888
Romine's Mills, Va	M. B. Dennison	9.00			Burglary	Mar. 3, 1879	7.00			do	Jan. 4, 1889
Roscoe, Dak	Zach. T. Sutley	53.35			Fire	Mar. 15, 1888	53.35			do	Nov. 13, 1888
Roscoe, Ohio	Mrs. R. J. Hooker			13.00	do	Mar. 5, 1873				Dismissed *	Sept. 6, 1888
Rosedale, Miss	T. R. McGuire			30.00	Flood	Feb. 28, 1882				do *	Do.
Rural Ridge, Pa	Elizabeth Leslie				Fire	Aug. 23, 1874				do *	Do.
Rushville, Mo	E. Watson	3.50			Burglary	June 14, 1877	3.50			Allowed	Feb. 5, 1889
Russell, Iowa	J. H. Cook	263.24			do	Sept. 16, 1879	120.00			do	Mar. 2, 1889
Russellville, Tenn	W. M. Miller	37.07			do	Nov. 12, 1884	19.50			do	Dec. 28, 1889
Russiaville, Ind	J. Gennebeck			37.00	Fire	Jan. 22, 1881				Dismissed *	Sept. 6, 1888
Saginaw, Mich	George T. Lewis			1,551.00	Burglary	Aug. 8, 1888			1,551.00	Allowed	Dec. 20 1888
St. Anne, Ill	Jos. Guertin		6.96	22.90	Fire	Feb. 5, 1888		6.96	22.90	do	Oct. 22, 1888
St. Anthony Park, Minn	F. W. Pickard		5.00		In transit	Dec. 31, 1887		5.00		do	Nov. 13, 1888
St. George, Del	A. N. Sutton			30.87	Burglary	Apr. 18, 1888			30.87	do	Oct. 22, 1888
St. Louis, Mo	R. D. Wells	110.00			do	Oct. 9, 1884	110.00			do	Jan. 28, 1889
Salamanca, N. Y	C. E. Gallagher			321.84	Fire	Feb. 29, 1888			321.84	do	Oct. 22, 1888
Salem, N. J	Robert Newell	4.81	115.69	641.54	Burglary	June 9, 1888	4.81	115.69	641.54	do	Jan. 8, 1889
Salem, Ohio	F. W. Webster	983.03			do	Sept. 15, 1887	226.00			do	Jan. 4, 1889
Sandyville, Iowa	H. J. Fellers			20.00	Fire	Oct. 23, 1879				Dismissed *	Sept. 6, 1888
San Francisco, Cal	W. J. Bryan			9.40	Burglary	July 3, 1888			9.40	Allowed	Jan. 4, 1889
Sanger, Tex	F. M. Ready			4.95	Fire	Mar. 24, 1888			4.95	do	Oct. 3, 1888
San Mateo, Fla	S. H. Bacon	39.10			Burglary	Oct. 27, 1887	39.10			do	Feb. 9, 1889
San Miguel, N. Mex	J. T. Doyle			38.63	do	Feb. 3, 1888			38.63	do	Dec. 20, 1888
Saunemin, Ill	A. Cording	147.08			do	July 17, 1882	20.08			do	Jan. 28, 1889
Santa Fé, N. Mex	A. Seligman			788.64	Fire	July 21, 1888			788.64	do	Feb. 9, 1889
Santa Rosa, N. Mex	T. Labadie			8.60	Burglary					Dismissed *	Sept. 6, 1888
Sardinia, N. Y	George W. Cook	46.56		108.37	do	May 12, 1888	46.56		108.37	Allowed	Oct. 22, 1888
Sargent's, Colo	E. Dale				Fire	Feb. 3, 1885			36.14	do	Mar. 14, 1889
Satilla Bluff, Ga	R. A. Broughton			3.67	do	Mar. 7, 1888			3.67	do	Nov. 13, 1888
Saugus, Mass	John E. Stocker	11.26	67.08	152.24	Burglary	Apr. 17, 1888	11.26	67.08	152.24	do	Nov. 13, 1888
Saxton, Mo	A. Jackson				Fire	Dec. —, 1873				Dismissed *	Sept. 6, 1888
Do	do			15.67	do	July 7, 1880				do *	Do.
Schagticoke, N. Y	P. Derringer	12.76			Burglary	Aug. 14, 1886	12.76			Allowed	Jan. 4, 1889
Schock's Mills, Pa	D. Albright	21.81			do	Sept. 15, 1885	21.81			do	Dec. 28, 1888
Schodack Landing, N. Y	J. S Peaslee [6]			10.00	do	June 11, 1888				Disallowed	Jan. 4, 1889
Sciota Ill	William McKinley	12.00			do	Sept. 3, 1886	5.00			Allowed	Do.
Sciotoville, Ohio	J. G. Basham	34.10			do	July 10, 1888	34.10			do	Do.
Scotch Grove, Iowa	S. Shoemaker	50.09			do	Sept. 13, 1887	50.09			do	Dec. 28, 1888
Sebago, Me	E. L. Poor	28.90		38.18	do	July 2, 1888	28.90		38.19	do	Mar. 14, 1889
Selig, Ohio	J. D. Cahall			11.66	do	Apr. 26, 1888			11.66	do	Feb. 5, 1889
Separ, N. Mex	E. A. Ray	34.28			do	Aug. 8, 1886	34.28			do	Do.
Sevastopol, Iowa	Thomas Chambers	16.00			Fire	May 31, 1883	16.00			do	Do.

* The cases reported as "dismissed September 6, 1888," were, in most instances, filed prior to March 17, 1882, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dismissed from further consideration.

[1] Money recovered.

[2] Loss was not reported at or about the time it occurred.

[3] Claim for money-order funds disallowed; loss resulted from negligence.

[4] Insufficient proof of loss

[5] No satisfactory proof of remittance.

[6] Loss resulted from negligence of claimant.

[7] Claim was evidently made under a misapprehension, credit having been previously allowed.

EXHIBIT A.—*List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.*—Continued.

Post-offices.	Postmasters.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Sevierville, Tenn	A. P. Rawlings		$21.00		In transit	Jan. 21, 1888		$21.00		Allowed	Jan. 8, 1889
Sexton, Ark	W. M. Goddard	$5.00			Burglary	Jan. 17, 1884	$5.00			do	Dec. 12, 1884
Seymour, Wis	T. H. Mitchell			$45.00	Fire	Sept. 14, 1880				Dismissed*	Sept. 6, 1888
Shawtown, Ohio	T. H. Bushong	1.25		19.74	do	May 23, 1888	1.25		$19.74	Allowed	Jan. 8, 1889
Shirley Village, Mass	T. L. Hazen	9.92			Burglary	June 18, 1887	8.00			do	Feb. 5, 1889
Shoreham, Vt	R. H. Preble	11.66			do	Oct. 9, 1885	10.48			do	Oct. 27, 1888
Shrewsbury, Mass	C. J. Nourse	73.90			do	May 12, 1887	73.90			do	Feb. 9, 1889
Sigel, Mo	J. A. Babbitt				Fire	Aug. 18, 1883				Dismissed*	Sept. 6, 1888
Signal, Ariz	W. Koshland[1]	113.65			In transit	Jan. 5, 1889				do	June 28, 1889
Silver Creek, Pa	Sallie A. Ellis	83.06			Burglary	Mar. 8, 1883	83.06			Allowed	Jan. 4, 1889
Sims' Store, Ky	R. S. Pool	7.19			do	July 5, 1886	7.19			do	Do.
Sinclair, Ill	T. A. Wakely	2.00			do	May 31, 1883	2.00			do	Jan. 8, 1889
Snohomish, Wash	W. W. Pettit				do	Jan. 28, 1884	6.00			do	Feb. 9, 1889
Socorro, N. Mex	Ira E. Leonard	102.42			In transit	Mar. 2, 1887	102.42			do	Dec. 4, 1888
Soda Springs, Idaho	L. C. Eastman			8.85	Burglary	May 6, 1888			8.85	do	Nov. 13, 1888
Sodus, N. Y	L. M. Gaylord	114.39			do	July 27, 1883	114.00			do	Jan. 17, 1889
Somerset, Ill	H. L. Von Lienen	10.00			do	May 31, 1887	10.00			do	Jan. 28, 1889
Somerset, Ind	J. M. Ferree	15.60			do	May 20, 1882	15.60			do	Mar. 9, 1889
Somerset, Ohio	J. J. Magruder		210.00		In transit	Feb. 9, 1888		210.00		do	Dec. 26, 1888
Southampton, N. Y	H. F. Herrick	255.00			Burglary	Sept. 29, 1883	255.00			do	Jan. 9, 1889
South Bethlehem, N. Y	J. H. Schoonmaker	2.00		.74	do	July 28, 1888	2.00		.74	do	Jan. 8, 1889
South Charleston, Ohio	L. K. Burnside	17.30			do	Nov. 4, 1885	17.30			do	Nov. 13, 1888
South Covington, Ky	H. H. Hunter			5.50	do	Sept. 24, 1875				Dismissed*	Sept. 6, 1888
South Eliot, Me	W. H. Staples	4.20			Fire	July 2, 1883	4.20			Allowed	Jan. 17, 1889
South Fincastle, Ohio	J. W. McKinney			6.84	Burglary	June 5, 1888			6.84	do	Do.
South Fork, N. Mex	J. H. Blazer	24.74			Fire	Dec. 7, 1884	24.74			do	Jan. 9, 1889
South Point, Mo	J. F. Schulz[2]	13.18			do	Feb. 25, 1885				Disallowed	Dec. 29, 1888
Southport, Conn	L. F. Sherwood				Burglary	Oct. 24, 1875				Dismissed*	Sept. 6, 1888
Southworth, Ohio	H. C. Miller[3]			13.26	Fire	July 31, 1888				Disallowed	Mar. 14, 1889
Sparta, Oregon	W. W. Ross	56.66			do	July 13, 1874	56.66			Allowed	Dec. 26, 1888
Spearsville, La	R. W. Goyne				do	Mar. —, 1883				Dismissed*	Sept. 6, 1888
Spencer, Dak	N. W. Wade[4]		9.00		In transit	Dec. 27, 1888				do	June 28, 1889
Spickardsville, Mo	D. J. Lindsey				Burglary	May 23, 1876				do*	Sept. 6, 1888

Coal Valley, Pa	Thomas Cain	33.00			do	Aug. 12, 1887	33.00			do	Dec. 20, 1888
Coal Valley, W. Va	J. W. Montgomery			150.00	do					Dismissed*	Sept. 6, 1888
Cochran, Ind	Rilla Cain[1]		9.00		In transit	July 31, 1888				do	Aug. 31, 1889
Cokelan, Tex	James W. Logan				Fire	Jan. 14, 1887			11.73	Allowed	Dec. 28, 1888
Columbia, Pa	H. Mullen	548.54			Burglary	Apr. 30, 1880	202.31			do	Dec. 20, 1888
Do	do[6]				do	do	346.23			do	Jan. 17, 1889
Columbia City, Ind	Eli W. Brown	82.43			do	Feb. 26, 1888	82.43			do	Feb. 9, 1889
Columbus, Ind	G. E. Finney	6.10			do	Oct. 13, 1887	6.10			do	Dec. 4, 1888
Concord, Mass	William Buttrick	110.00	34.07	648.29	do	July 12, 1888	110.00	34.07	648.29	do	Mar. 2, 1889
Concordia, Mo	A. Althoff	54.40			do	Nov. 19, 1882	20.00			do	Jan. 11, 1889
Conejos, Colo	G. M. Triplett			260.00	do	Feb. —, 1881				Dismissed*	Sept. 6, 1888
Connersville, Ind	John M. Higgs	147.20			do	Jan. 7, 1886	147.20			Allowed	Dec. 12, 1888
Cora, Kans	Charles M. Isom[1]		35.00		In transit	Mar. 2, 1889				Dismissed	June 28, 1888
Corsicana, Tex	R. J. Shelton			7.00	Fire					do*	Sept. 6, 1888
Cottonwood, Mo	J. M. Goodin			40.00	do	Aug. 1, 1883			40.00	Allowed	Mar. 14, 1889
Courtland, Ala	E. J. Simmons[7]	81.00			Burglary	June 8, 1885				Disallowed	Jan. 17, 1889
Cove Station, Pa	S. W. M. Peters				Fire	Dec. 27, 1887			30.00	Allowed	Do.
Cowlitz, Wash	A. P. Heuriot	24.00			Burglary	May 17, 1883	24.00			do	Mar. 2, 1889
Crandall, Ohio	N. Yungbluth			13.00	do	Apr. 30, 1877				Dismissed*	Sept. 6, 1888
Cresbard, Dak	M. E. Wentworth				Fire	July 9, 1887			23.97	Allowed	Dec. 4, 1888
Crescent, Iowa	N. Swanson	9.07			Burglary	Jan. 17, 1884	9.07			do	Jan. 11, 1889
Creswell, N. C	W. Atkinson				Fire	May 16, 1877				Dismissed*	Sept. 6, 1888
Crete, Nebr	J. W. Craig	24.72			Burglary	Nov. 12, 1885	15.00			Allowed	Jan. 4, 1889
Cromwell, Ky	A. K. Leach	4.50			do	Nov. 4, 1885	4.50			do	Jan. 17, 1889
Cruise, Mo	Charles B. Gray	22.29			do	Sept. 16, 1887	22.29			do	Dec. 28, 1888
Cuba, Ohio	George R. Kearns	27.43			do	Feb. 6, 1888	22.43			do	Do.
Cuffey's Cove, Cal	J. T. Kimball				Fire					Dismissed*	Sept. 6, 1888
Culpeper, Va	J. F. Robertson	159.45			Burglary	Dec. 19, 1887	159.45			Allowed	Oct. 27, 1888
Daguscahonda, Pa	C. T. Lay			17.00	do	Oct. 17, 1874				Dismissed*	Sept. 6, 1888
Dallas, Ark	J. W. Cunningham[1]		55.00		In transit	May 7, 1888				do	July 25, 1888
Do	do[1]		30.00		do	May 9, 1888				do	July 25, 1888
Dallas City, Ill	B. Mendenhall	5.00			do	Mar. 7, 1877	5.00			Allowed	Jan. 9, 1889
Dallas City, Pa	Mrs. H. E. Lisley			9.66	Fire	May 22, 1888			9.66	do	Jan. 8, 1889
Darlington, Md	H. C. Whiteford	20.00			Burglary	Nov. 29, 1883	20.00			do	Jan. 31, 1889
David City, Nebr	F. E. Wilson	129.37			do	Feb. 9, 1887	129.37			do	Dec. 12, 1888
Davisborough, Ga	R. W. Hardwick				do					Dismissed*	Sept. 6, 1888
Dawn, Mo	D. Morgan[1]		107.00		In transit	Dec. 12, 1888				do	May 14, 1889
Dawson's Cross-Roads, N. C	Mrs. L. A. Harris	5.00			Burglary	May 3, 1882	5.00			Allowed	Mar. 9, 1889
Deansville, N. Y	A. D. Van Vechten	79.06		89.03	do	Sept. 17, 1887	50.00		89.03	do	Jan. 17, 1889
Decatur, Ohio	H. N. Wallace			96.03	do	May 5, 1888			96.03	do	Oct. 22, 1888
Deep Creek, Va	J. M. Johnson	25.00		25.00	Fire	Sept. 9, 1883	25.00		25.00	do	Dec. 4, 1888
Do	do			88.40	do	Mar. 4, 1888			88.40	do	Jan. 17, 1889
Delaware, Ky	J. E. Carricoe			40.00	do	Oct. 26, 1879				Dismissed*	Sept. 6, 1888
Deloit, Iowa	E. T. Fegtley			50.00	do	Jan. 31, 1888			48.89	Allowed	Jan. 8, 1889
Do	do	26.00			Burglary	Sept. 8, 1882	24.09			do	Jan. 17, 1889

* The cases reported as "dismissed September 6, 1888," were, in most instances, filed prior to March 17, 1882, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dismissed from further consideration.

[1] Money recovered.
[2] No proof of loss.
[3] Loss not reported at or about the time it occurred.
[4] Claims for stamps previously adjusted.
[5] Money refunded by contractor.
[6] Additional allowance to correct error.
[7] Loss resulted from negligence of claimant.

EXHIBIT A.—*List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.*—Continued.

Post-offices.	Postmasters.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Thorndike, Mass	John A. Wright[1]	$75.00			Burglary	Aug. 1, 1882				Disallowed	Dec. 20, 1888
Thornton's Ferry, N. H	George Albee			$5.00	do	Sept. 17, 1883				Dismissed*	Sept. 6, 1888
Thorntown, Ind	John L. Smith[2]	20.00			do	Nov. 23, 1883	$3.50		$9.71	Allowed	Jan. 17, 1889
Three Mile Bay, N. Y	C. W. McKinstry	71.20			do	Nov. 17, 1885	71.20			do	Jan. 4, 1889
Tibbottsville, Iowa	D. S. Irwine			10.00	do					Dismissed*	Sept. 6, 1888
Tiffin, Ohio	Levi Weirick	60.00			do	Apr. 25, 1871	30.00			Allowed	Jan. 17, 1889
Tomah, Wis	H. S. Beardsley	92.94			do	Oct. 11, 1883	92.94			do	Do.
Tonawanda, N. Y	J. Stanley			5.00	do					Dismissed*	Sept. 6, 1888
Torrance, Miss	S. M. Jones				Fire	Nov. 16, 1879				do*	Do.
Tracy, Ohio	J. U. Welch			140.00	Burglary	Apr. —, 1882				do*	Do.
Troy, Mo	George W. Mohr	192.00			do	Aug. 23, 1882	52.00			Allowed	Mar. 14, 1889
Tunis, Tex	J. W. Ragsdale				Fire	Jan. 29, 1883				Dismissed*	Sept. 6, 1888
Tunnel Hill, Ga	J. N. Murray	20.66			Burglary	May 17, 1885	10.00			Allowed	Dec. 28, 1888
Do	Jennie B. Peeler[3]	54.45			In transit	Apr. 1, 1887				Disallowed	Mar. 1, 1889
Turbeville, Va	A. E. Richardson				Fire	Nov. 10, 1881				Dismissed*	Sept. 6, 1888
Turner, Ill	J. B. Chandler	64.62			Burglary	Aug. 4, 1885	64.62			Allowed	Jan. 8, 1889
Turner, Me	W. L. Bonney	30.00			do	Apr. 2, 1882	28.00			do	Jan. 17, 1889
Tweed, N. C	C. L. Jenkins	.37		31.22	Fire	Feb. 17, 1888	.37		31.22	do	Dec. 26, 1888
Twin Lakes, Fla	W. F. Jackson			.75	Burglary	July 10, 1887			.75	do	Mar. 9, 1889
Tyro, Ark	M. A. Bennett			28.00	do	May 15, 1882				Dismissed*	Sept. 6, 1888
Ultima Thule, Ark	W. K. Dallorhide	3.00		33.35	Fire	Mar. 8, 1885	3.00		19.35	Allowed	Dec. 4, 1888
Union, Tex	S. E. Johnson	15.00			Burglary	Apr. 30, 1887	15.00			do	Mar. 2, 1889
Union City, Conn	C. H. Smith[4]	6.91			do	Aug. 17, 1887				Disallowed	Dec. 29, 1888
Union City, Tenn	B. F. Seates	50.00			do	Dec. 9, 1882	50.00			Allowed	Feb. 14, 1889
Union Hall, Va	J. A. Street			5.00	Fire	Apr. 23, 1876				Dismissed*	Sept. 6, 1888
Unionport, Ind	J. W. Phisterer	18.50			Burglary	Feb. 1, 1882	4.00			Allowed	Mar. 16, 1889
Uniontown, Pa	O. J. Sturgis	40.00			do	Apr. 30, 1884	25.00			do	Mar. 2, 1889
Uniontown, W. Va	A. B. Johnston				Fire	Feb. 13, 1877				Dismissed*	Sept. 6, 1888
Unionville, Mo	Alex. Elson	50.00			Burglary	Aug. 6, 1886	50.00			Allowed	Jan. 4, 1889
Unison, Va	Mrs. T. S. Kercheval[5]	24.49			Fire	Sept. 19, 1884	4.00			do	Jan. 9, 1889
Unity, Me	J. Harmon				do					Dismissed*	Sept. 6, 1888
Upper Red Hook, N. Y	W. H. Teator			20.00	Burglary	July 12, 1878				Withdrawn	Dec. 4, 1888

Gillman, Iowa	F. T. Youngs			270.00	Burglary	July 2, 1879				Dismissed*	Sept. 6, 1888
Gilsum, N. H	Mary A. Hammond	42.72			do	Aug. 26, 1887	42.72			Allowed	Dec. 12, 1888
Glasgow, Ill	John H. Dyer	48.00			do	Oct. 29, 1880	10.00			do	Jan. 31, 1889
Glendale, N. Y	John H. House[6]			24.83	do	Oct. 15, 1885				Disallowed	Dec. 12, 1888
Glenfield, Pa	William Ruffle[1]	25.00			do	Mar. 9, 1886				do	Jan. 17, 1889
Glen Mary, Tenn	A. McDonald[6]		10.00		In transit	Nov. 6, 1888				Dismissed	Dec. 4, 1888
Glenwood, Mo	H. Chattin	74.69			Burglary	Apr. 26, 1885	74.69			Allowed	Dec. 20, 1888
Glidden, Iowa	Thomas Rich	15.00			do	Sept. 30, 1887	15.00			do	Jan. 17, 1889
Goldendale, Wash	D. Eshelman			35.88	Fire	May 13, 1888			35.88	do	Mar. 14, 1889
Goleta, Cal	George D. Tilford	16.65			Burglary	Oct. 23, 1886	16.65			do	Nov. 13, 1888
Goreville, Ill	W. P. Miller	16.00			do	Sept. 26, 1888	6.93			do	Feb. 9, 1889
Gower, Mo	John W. Hall[7]	42.00			do	Sept. 29, 1885				Disallowed	Jan. 17, 1889
Grafton, Mass	M. Hickey			53.40	do	Apr. 10, 1888			53.40	Allowed	Oct. 22, 1888
Grafton, Nebr	T. F. Combs	1.00			do	Mar. 27, 1887	1.00			do	Nov. 13, 1888
Grafton, Wis	F. L. Harms	143.57			do	June 29, 1882	143.57			do	Mar. 9, 1889
Grand Junction, Iowa	W. K. Park	5.00			do	June 9, 1885	5.00			do	Jan. 4, 1889
Grant, S. C	A. H. Knight	6.13			do	Mar. 22, 1884	6.13			do	Jan. 17, 1889
Granville, Ill	L. L. Shepard	90.58			do	Sept. 22, 1880	90.58			do	Jan. 28, 1889
Great Falls, N. H	C. L. Chapman	282.67			do	Apr. 12, 1882	282.67			do	Jan. 21, 1889
Greenfield, Mass	D. F. Hamilton		8.65		do	Apr. 2, 1881				Dismissed[5]	Sept. 6, 1888
Groesbeck, Tex	Sue L. Johnson[6]		76.00		In transit	Oct. 11, 1888				Withdrawn	Nov. 20, 1888
Gum Neck, N. C	J. C. Meekins[6]	34.83			Burglary	Nov. 15, 1877				Disallowed	Feb. 5, 1889
Guntersville, Ala	H. W. Hall[6]		53.00		In transit	Apr. 20, 1888				Dismissed	Dec. 26, 1888
Guy's Mills, Pa	John A. Graham			22.00	Burglary	May 31, 1887			22.00	Allowed	Mar. 9, 1889
Hailey, Idaho	J. Guy Hammer			12.00	do	May 6, 1888			3.00	do	Jan. 4, 1889
Halstead, Kans	C. Philbrick	48.00			do	Dec. 27, 1887	48.00			do	Dec. 4, 1888
Hamburg, Mo	H. J. Sell	3.50			do	Apr. 28, 1883	3.50			do	Feb. 9, 1889
Hamlin, Ky	R. M. Hamlin	7.72			do	Dec. 25, 1887	4.00		1.00	do	Feb. 14, 1889
Harlensburgh, Pa	J. A. Campbell	27.43			do	May 11, 1883	27.43			do	Dec. 26, 1888
Harper's Ferry, W. Va	C. B. Wentzell[6]	48.00			do	Oct. 25, 1885				Disallowed	Do.
Harrellsville, N. C	John O. Asken			5.78	Fire	Oct. 6, 1888			5.78	Allowed	Do.
Harrison, Ga	Mrs. M. L. Rogers	.45		.35	Burglary	May 24, 1888	.45		.35	do	Feb. 14, 1889
Harrison, Ill	John Gilmore			12.00	Fire	May 9, 1887			17.22	do	Oct. 22, 1888
Hartmonsville, W. Va	W. J. Stump	25.75			Burglary	Aug. 27, 1886	17.35			do	Jan. 4, 1889
Hausertown, Ind	George Rentschler	2.76		29.91	do	Nov. 20, 1882	2.76		29.91	do	Mar. 14, 1889
Haverhill, Mass	William E. Blunt	260.03			do	Oct. 31, 1883	260.03			do	Dec. 12, 1888
Hawthorn, Ill	James M. Jackson			7.98	do	May 9, 1888			7.98	do	Feb. 5, 1889
Haynesville, La	James R. Smith		20.00		In transit	Sept. 4, 1888		20.00		do	Feb. 9, 1889
Do	do		34.00		do		(?)	34.00		do	Do.
Hellenwood, Tenn	Mrs. C. Cardell				Not known					Dismissed*	Sept. 6, 1888
Hematite, Mo	J. M. England				Burglary	Nov. 15, 1880				do*	Do.
Hempstead, Tex	A. C. Tompkins	144.69			do	Mar. 22, 1886	144.69			Allowed	Dec. 4, 1888
Henderson, Minn	S. W. Bennett	18.16			do	Apr. 17, 1883	18.16			do	Mar. 2, 1889
Hennepin, Ill	J. H. Seaton[6]		70.00		In transit	May 7, 1888				Dismissed	Aug. 5, 1888

*The cases reported as "dismissed September 6, 1888," were, in most instances, filed prior to March 17, 1883, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dismissed from further consideration.

[1] Loss resulted from negligence of claimant.
[2] Loss made good by contractor in whose custody it was when lost.
[3] No evidence that loss was reported at or about the time it occurred.
[4] No proof of loss, and no formal claim made.
[5] Money recovered
[6] Statements contradictory and claims not made within the time required by statute.
[7] No satisfactory proof of loss.
[8] Loss not reported at or about the time it occurred.
[9] The sum allowed is the aggregate of several remittances on different dates.

EXHIBIT A.—*List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.*—Continued.

Post-offices.	Postmasters.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
West Bend, Iowa	R. M. J. McFarland			$94.84	Burglary	Oct. 16, 1887			$94.84	Allowed	Oct. 22, 1888
West Cheshire, Conn	E. P. Dunham	$79.60			do	Aug. 26, 1887	$73.35			do	Oct. 27, 1888
West Chester, Pa	John A. Pyle			30.22	do	Aug. 12, 1888			30.22	do	Mar. 14, 1889
West Dedham, Mass	C. H. Ellis	2.62			Fire	Apr. 17, 1887	2.62			do	Dec. 4, 1888
Western Park, Kans	Charles Huber			19.99	do	July 12, 1888			19.99	do	Mar. 14, 1889
Westfield, Ill	W. A. Snider	160.00	$134.09	12.00	Burglary	Sept. 9, 1882	154.90	$74.09	95.38	do	Jan. 11, 1889
West Hingham, Mass	Bela F. Lincoln	20.00			do	May 29, 1884	15.00			do	Jan. 4, 1889
Westland, Ohio	I. H. Winner			30.00	do	Sept. 24, 1887			26.08	do	Oct. 22, 1888
West Lebanon, N. Y	S. J. Husted				Fire	Mar. 27, 1872				Dismissed [a]	Sept. 6, 1888
West Lodi, Ohio	W. H. Shetterly			50.00	do	Feb. 24, 1879				do [a]	Sept. 6, 1888
West Medway, Mass	H. Bradshaw				do					do [a]	Sept. 6, 1888
West Middlesex, Pa	A. E. Randall	34.35			Burglary	Oct. 26, 1887	34.35			Allowed	Dec. 26, 1888
West Middleton, Ind	T. E. Wilson			40.40	do	Apr. 7, 1878				Dismissed [a]	Sept. 6, 1888
West Mill Creek, Pa	N. Sandy [1]	14.30			Fire	Sept. 3, 1874				Disallowed	Feb. 5, 1889
Westminster, Md	A. A. Huber	36.00			Burglary	Jan. 10, 1885	36.00			Allowed	Dec. 12, 1888
West Newbury, Vt	J. B. Darling			9.00	Fire	Feb. 23, 1888			9.00	do	Dec. 4, 1888
West Rutland, Vt	J. L. Gilmore			9.90	Burglary	Jan. 17, 1883				Dismissed [a]	Sept. 6, 1888
Wheat, Tenn	J. L. McKinney [2]			8.00	do	July 15, 1887				Disallowed	Jan. 17, 1889
Wheeler, Nebr	George N. Bishop	42.34			Fire	Sept. 18, 1885	32.59			Allowed	Mar. 1, 1889
Wheeling, Iowa	C. V. Polson				do	Oct. 3, 1881				Dismissed [a]	Sept. 6, 1888
White Ash, Iowa	M. Clark	7.42		.95	Burglary	Dec. 9, 1883	7.42		.95	Allowed	Oct. 22, 1888
Whitesburgh, Ga	J. T. Davenport	5.00			do	Apr. 13, 1887	5.00			do	Oct. 22, 1888
Whitesburgh, Tenn	G. Smith				do	Apr. 2, 1872				Dismissed [a]	Sept. 6, 1888
Do	do [2]		2.00		In transit	Nov. 22, 1888				do	Feb. 14, 1889
White Springs, Fla	O. K. Paxton	131.54			Burglary	June 14, 1885	90.20			Allowed	Jan. 11, 1889
White Sulphur Springs, W. Va	J. M. Fitz		10.00		In transit	Sept. 17, 1881				Dismissed [a]	Sept. 6, 1888
Whiteaville, Ky	T. C. Floyd	12.00			Burglary	July 11, 1883	9.00			Allowed	Jan. 9, 1889
Whittlesey, Ohio	W. B. Chapman				Fire					Dismissed [a]	Sept. 6, 1888
Wiggonsville, Ohio	J. M. Milner	17.00			Burglary	Dec. 19, 1883	17.00			Allowed	Jan. 17, 1889
Wilcox, Nebr	V. A. Manteller	1.74			do	Aug. 10, 1888	1.74			do	Mar. 14, 1889
Williams, Ind	H. Cox				Fire	Apr. 1, 1887			39.11	do	Oct. 22, 1888
Williamsburgh, Ark	J. P. Williams			10.00	do	July 16, 1881				Dismissed [a]	Sept. 6, 1888
Williamsburgh, Ky	M. V. B. Sutton	110.38			Burglary	Feb. 13, 1884	105.88			Allowed	Feb. 14, 1889
Williamsburgh, W. Va	A. G. Handley	28.22			do	Apr. 10, 1882	28.22			do	Jan. 8, 1889
Williford, Ark	T. B. Hail	20.00			Fire	May 26, 1887	21.00			do	Dec. 28, 1888
Willmantic, Conn	James Walden			8.00	Burglary	Mar. 12, 1882				Dismissed [a]	Sept. 6, 1888
Willoughby, Ohio	John S. Ellen	155.39			do	June 26, 1887	155.39			Allowed	Oct. 27, 1888
Willow Brook, Mo	James Mathers [4]			2.60						Disallowed	Dec. 26, 1888
Willow Hole, Tex	E. J. Smith			22.50	Fire	Aug. 19, 1887			3.81	Allowed	Mar. 2, 1889
Wills Point, Tex	W. F. Weber	118.65	107.44	361.48	Burglary	Mar. 10, 1888	118.65	107.44	361.48	do	Dec. 28, 1888

Kennard, Nebr	H. Bowerman	105.12			do	Mar. 29, 1887	35.00			do	Feb. 9, 1888
Kent, Ill	Nancy J. Risley[6]	3.48			do	Apr. 17, 1886				Disallowed	Feb. 14, 1889
Kerens, Tex	F. S. Zachry			5.00	Fire	Nov. 26, 1883			5.00	Allowed	Jan. 17, 1889
Key, Ga	M. E. Grecover	6.00			do	Mar. 5, 1883	6.00			do	Jan. 31, 1889
King George C. H., Va	W. S. Somers			60.00	do	Sept. 19, 1882			60.00	do	Dec. 4, 1888
Kinsman, Ohio	L. A. Perkins	58.00			Burglary	Mar. 18, 1881	52.00			do	Mar. 2, 1889
Kirkwood, Mo	N. H. Allen	89.00			do	Nov. 19, 1883	89.00			do	Jan. 28, 1889
Kismet, Tenn	Thomas J. Roberts	3.50			do	Nov. 22, 1882	3.00			do	Jan. 17, 1889
Knowlesville, N. Y	W. H. Frost	30.00			do	Nov. 3, 1884	30.00			do	Feb. 9, 1889
Knowlton, Pa	W. T. Maxwell	6.40		29.02	do	May 2, 1883	6.40		29.02	do	Nov. 12, 1888
La Harpe, Kans	E. L. Hackney	15.40			do	Feb. 26, 1883	15.40			do	Dec. 22, 1888
Lake, Mo	H. Sohsefer			59.22	do	Feb. 14, 1883	8.00		50.97	do	Oct. 22, 1888
Lake Mills, Iowa	J. M. Hull				do	Sept. 27, 1881	160.00			do	Mar. 2, 1889
Lamine, Mo	J. T. Reed			22.00	do	May 1, 1888			21.55	do	Do.
Lamoni, Iowa	Lucy L. Lyons			4.75	Fire	Jan. 11, 1883			4.75	do	Jan. 8, 1889
Lane, Kans	J. A. Miles	77.44			Burglary	Mar. 28, 1884	77.44			do	Jan. 31, 1889
Langley, S. C	O. B. Sally			18.71	do	June 7, 1884			18.71	do	Mar. 14, 1889
Lawrenceburgh, Ind	T. J. Lucas[4]	66.50			do	Aug. 28, 1884				Disallowed	Dec. 29, 1888
Do	William Huber	3.00			do	May 14, 1886	3.00			Allowed	Dec. 12, 1888
Lebanon, Ohio	John W. Ling	2.00		1,414.18	do	Mar. 7, 1888	2.00		1,414.18	do	Oct. 10, 1888
Lebanon, Oregon	S. H. Claughton				Fire	Sept. 12, 1874				Dismissed*	Sept. 6, 1888
Lebeck, Mo	J. W. Dougherty	45.80			do	Dec. 4, 1883	45.80			Allowed	Dec. 12, 1888
Lebo, Kans	J. D. Ambrose			68.67	do	May 26, 1888			68.67	do	Dec. 4, 1888
Leesburgh, Ga	Fannie Wyche		20.00		Burglary	Jan. 12, 1888		20.00		do	Jan. 28, 1889
Leesville, Va	Vincent Snow[7]	26.80			do	Mar. 13, 1888				Disallowed	Mar. 1, 1889
Leersdale, Pa	S. A. Seaman			12.00	do	Feb. 2, 1879				Dismissed*	Sept. 6, 1888
Leicester Junction, Vt	L. E. Higgins			33.00	Fire	Dec. 31, 1875				do*	Do.
Leighton, Iowa	D. A. Gray			45.27	do	Feb. 14, 1888			44.25	Allowed	Dec. 12, 1888
Leland, Oregon	S. Harkness				do	Dec. 27, 1875				Dismissed*	Sept. 6, 1888
Leon, Kans	S. H. Wooten		71.00		In transit	Dec. 20, 1887		71.00		Allowed	Jan. 17, 1889
Lewisburgh, W. Va	J. M. McWhorter[6]	21.00			Burglary	May 9, 1882				Disallowed	Do.
Lewisville, Ark	B. P. Wheat	48.79			do	May 3, 1886	35.00			Allowed	Dec. 20, 1888
Lewisville, Tex	W. C. Smith	30.41	12.50		do	Feb. 18, 1888	30.41	12.50		do	Jan. 4, 1889
Liberty, N. C	L. D. Ledbetter	15.00	.90	51.40	Fire	Aug. 18, 1888	15.00	.90	51.40	do	Dec. 12, 1888
Liberty, Tex	T. J. Chambers	30.11			Burglary	Jan. 22, 1884	30.11			do	Jan. 4, 1889
Liberty Centre, Ohio	E. Pennock	6.00			do	Oct. 26, 1887	6.00			do	Oct. 22, 1888
Liberty Hill, S. C	S. M. Richards	7.00			do	Oct. 19, 1887	7.00			do	Dec. 28, 1888
Lick Creek, Ill	Milo Trammell	16.00			do	Nov. 9, 1887	16.00			do	Jan. 17, 1889
Linden, N. J	W. A. Stone, jr	12.00			do	July 18, 1886	8.00			do	Dec. 12, 1888
Linden, Tex	R. A. Morris[3]	90.25			do	Mar. 7, 1878	90.25			do	Feb. 5, 1889
Lindsey, Ohio	John Jordan			63.00	Fire	Jan. 10, 1888			24.00	do	Mar. 14, 1889
Linton, Ind	W. F. Cornelius	37.00			do	Feb. 1, 1883	6.00			do	Jan. 9, 1889
Lisbon, Mich	C. E. Koon	30.94			Burglary	Aug. 27, 1880	30.94			do	Jan. 9, 1889
Litchfield, Pa	W. E. Armstrong	33.27			do	June 28, 1883	30.16			do	Jan. 17, 1889
Little Falls, N. Y	A. H. Greene	50.75			do	July 26, 1883	50.75			do	Jan. 31, 1889

* The cases reported as "dismissed September 6, 1888," were, in most instances, filed prior to March 17, 1882, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dismissed from further consideration.

[1] No satisfactory proof of loss.
[2] No proof of loss.
[3] Money recovered.
[4] Not presented within the time required by statute.
[5] Loss not reported at or about the time it occurred.
[6] Loss resulted from negligence of claimant.
[7] Loss resulted from larceny, through negligence of claimant.

EXHIBIT A.—*List of claims on account of loss by fire, burglary, etc., acted upon Postmaster-General, etc.*—Continued.

SUMMARY OF ALLOWANCES.

Character of losses.	Causes of loss.				
	Fire.	Burglary.	In transit.	Miscellaneous.*	T
Postal funds	$1,346.44	$22,513.01	$499.38	$32.15	$25,
Stamps, etc	5,435.37	10,436.36	.....	40.97	15,
Money-order funds	346.25	1,355.62	1,514.00	1,098.00	4,
Total	7,128.06	35,304.99	2,013.38	1,171.12	45,

* Under this head are included two losses resulting from larceny under circumstances which th master-General regarded as equivalent to "unavoidable casualties."

LEASES.

EXHIBIT B.—*Statement of post-offices and postal stations where premises have been by the Government, showing number leased, salary of postmaster, term of lease, per annum, etc., June 30, 1889.*

POST-OFFICES.

No.	Offices.	Class.	Post-master's salary.	Term of lease.		No. of years.	Rent per annum.	Heat, fu light cluded in
				From—	To—			
1	Birmingham, Ala	1	$3,100	Oct. 22, 1887	Oct. 22, 1892	5	$1,800.00	
2	Hot Springs, Ark	2	2,400	Jan. 1, 1887	Jan. 1, 1892	5	1,020.00	
3	Fresno City, Cal	2	2,400	Oct. 8, 1888	Oct. 8, 1893	5	1.00	Heat and
4	Marysville, Cal	2	2,000	July 1, 1887	July 1, 1892	5	300.00	
5	Oakland, Cal	1	3,200	Dec. 1, 1886	Dec. 1, 1891	5	1,200.00	
6	Red Bluff, Cal	2	2,100	July 1, 1887	July 1, 1892	5	360.00	
7	Riverside, Cal	2	2,200	Apr. 1, 1889	Apr. 1, 1894	5	1.00	
8	San Bernardino, Cal.	2	2,300	June 30, 1888	June 30, 1893	5	1.00	Heat.
9	San Diego, Cal	1	3,000	....do	....do	5	1,200.00	Heat and
10	Santa Ana, Cal	2	2,000	Jan. 1, 1889	Jan. 1, 1894	5	300.00	
11	Stockton, Cal	2	2,500	Aug. 1, 1882	Aug. 1, 1889	7	1.00	
12	Colorado Springs, Colo.	2	2,000	Feb. 1, 1886	Feb. 1, 1891	5	1.00	Do.
13	Denver, Colo	1	3,500	July 1, 1885	July 1, 1889	4	1.00	
14	Denver, Colo*	1	3,500	July 1, 1886	....do	3	600.00	
15	Greeley, Colo	2	2,000	Apr. 1, 1889	Apr. 1, 1894	5	600.00	Do.
16	Pueblo, Colo	2	2,600	May 1, 1887	May 1, 1892	5	1.00	
17	Ansonia, Conn	2	2,400	Oct. 1, 1885	Oct. 1, 1889	4	800.00	Heat.
18	Ansonia,* Conn	2	2,400	Sept. 1, 1887	...do	2 1/12	100.00	Do.
19	Birmingham, Conn	2	2,300	July 1, 1886	July 1, 1891	5	1,000.00	
20	Bridgeport, Conn.	1	3,100	Mar. 31, 1888	Mar. 31, 1893	5	3,087.50	Do.
21	Danbury, Conn	2	2,500	Jan. 1, 1889	Jan. 1, 1894	5	700.00	Heat and li
22	New Britain, Conn	2	2,000	June 30, 1888	June 30, 1893	5	1,045.00	Heat.
23	New London, Conn	2	2,600	Oct. 1, 1888	Oct. 1, 1893	5	2,500.00	Heat and li
24	Stamford, Conn	2	2,500	Jan. 1, 1888	Jan. 1, 1893	5	1,100.00	Heat.
25	Wallingford, Conn	2	2,200	Dec. 12, 1887	Dec. 12, 1892	5	650.00	Heat and li
26	Waterbury, Conn	2	2,800	Apr. 1, 1886	Apr. 1, 1890	4	1,850.00	Heat.
27	Aberdeen, Dak	2	2,300	Dec. 6, 1887	Dec. 6, 1892	5	600.00	
28	Fargo, Dak	2	2,600	Jan. 1, 1886	Jan. 1, 1890	4	900.00	
29	Sioux Falls, Dak	2	2,500	Feb. 1, 1888	Feb. 1, 1893	5	1,200.00	Heat and li
30	Orlando, Fla	2	2,100	Apr. 18, 1888	Apr. 18, 1893	5	480.00	
31	Augusta, Ga	2	2,900	Feb. 1, 1886	Feb. 1, 1890	4	1,000.00	
32	Columbus, Ga	2	2,500	Jan. 1, 1889	Jan. 1, 1894	5	1,200.00	
33	Rome, Ga	2	2,300	June 30, 1888	June 30, 1893	5	600.00	
34	Savannah, Ga	1	3,200	Dec. 1, 1885	Dec. 1, 1890	5	1,830.00	
35	Belleville, Ill	2	2,100	Oct. 1, 1888	Oct. 1, 1893	5	450.00	Heat and li
36	Bloomington, Ill	2	2,000	Oct 1, 1886	Oct. 1, 1891	5	1,250.00	
37	Champaign, Ill	2	2,300	May 15, 1886	May 15, 1890	4	800.00	
38	Danville, Ill	2	2,400	Jan. 1, 1889	Jan. 1, 1894	5	600.00	Heat.

* Additional room.

Manokin, Md	George W. Maddox	3.55			do	Feb. 28, 1882	3.55			Allowed	Feb. 9, 1889
Maple Park, Ill	M. A. Walsh	20.00			do	Nov. 27, 1886	20.00			do	Dec. 4, 1888
Markland, Ind	George Clendening[6]	14.00			do	Apr. 8, 1883				Disallowed	Feb. 5, 1889
Marques, Tex	A. D. Boggs	28.15			do	Sept. 26, 1874	28.15			Allowed	Feb. 14, 1889
Marshall, Tex	R. L. Jennings[2]	268.45		1,242.34	Larceny	May 23, 1888				Disallowed	Oct. 3, 1888
Marshfield, Ind	B. A. Jones				Burglary					Dismissed[5]	Sept. 6, 1888
Martinsville, Ill	Isaac Ishler				do	May 6, 1881	113.46			Allowed	Jan. 29, 1889
Marysville, Kans	William Becker	181.54			do	Sept. 11, 1885	181.54			do	Jan. 4, 1889
McBean Depot, Ga	A. Graves				do	Feb. 27, 1878				Dismissed[5]	Sept. 6, 1888
McCluney, Ohio	S. B. Eveland	86.51			do	Mar. 31, 1886	6.57			Allowed	Jan. 8, 1889
McFall, Mo	W. N. Claycomb[2]		22.00		In transit	Mar. 15, 1888				Dismissed	Aug. 31, 1888
McGee's Mills, Pa	W. McGee	27.66			do	Sept. 30, 1888	27.66			Allowed	Jan. 4, 1889
McIntosh, Fla	W. E. Allen	7.25			Burglary	May 19, 1887	7.25			do	Dec. 4, 1888
McKee's Half Falls, Pa	W. P. Hilbish	83.88			do	Oct. 7, 1880	22.75			do	Dec. 22, 1888
McKinney, Ark	W. L. Burton				Storm	May 8, 1882				Dismissed[5]	Sept. 6, 1888
McKinney, Tex	W. T. Cox[2]		119.60		Burglary	Mar. 1, 1888				Disallowed	Nov. 13, 1888
Meadow View, Va	Sarah A. M. Gillespie	3.39		7.75	Fire	Apr. 30, 1888	3.39		7.75	Allowed	Feb. 5, 1889
Medford, Md	H. S. Roberts			19.00	do	Feb. 15, 1888			19.50	do	Nov. 13, 1888
Medway, Ohio	F. Wise				do					Dismissed[5]	Sept. 6, 1888
Menominee, Mich	S. W. Abbott	434.94			Burglary	Sept. 4, 1874	85.00			Allowed	Jan. 17, 1889
Mercer, Pa	A. B. Filson	42.11			do	Feb. 7, 1882	42.11			do	Dec. 26, 1888
Mercyville, Mo	J. K. Truitt				do					Dismissed[5]	Sept. 6, 1888
Do	J. T. Tate	42.60			Fire	July 10, 1882	42.60			Allowed	Feb. 5, 1889
Meriden, Kans	R. E. Gillersly	33.62			Burglary	Dec. 30, 1883	25.42			do	Dec. 28, 1888
Methuen, Mass	Jas. T. Wall	25.50			do	Jan. 15, 1887	25.50			do	Jan. 4, 1889
Metuchen, N. J	L. Thomas			6.00	do	Aug. 17, 1885				Withdrawn	Aug. 31, 1888
Mexico, Ind	C. H. Kline			1.82	do	Apr. 12, 1888			1.82	Allowed	Jan. 31, 1889
Micanopy, Fla	A. H. Mather	40.00			do	Apr. 24, 1882	40.00			do	Dec. 20, 1888
Michie, Mich	Geo. M. Gleason	19.41		26.41	do	May 30, 1888	19.41		1.44	do	Dec. 4, 1888
Middletown, Kans	F. S. Sellers			8.88	do	June 23, 1879				Dismissed[5][7]	Sept. 6, 1888
Middletown, N. J	H. G. Connover				Fire	June —, 1876				Dismissed[5]	Sept. 6, 1889
Middletown, Va	C. W. Peery	5.00			Burglary	Mar. 6, 1880	5.00			Allowed	Feb. 5, 1889
Midland, Mich	B. F. Bradley	120.00			do	Dec. 17, 1883	25.00			do	Jan. 4, 1889
Midway, Wis	H. M. Swarthout			22.27	Fire					Dismissed[5][7]	Sept. 6, 1888
Mifflin, Ohio	Jno. C. Robinson	15.00			Burglary	Sept. 5, 1886	12.00			Allowed	Mar. 2, 1889
Milan, Ind	R. H. Richardson, jr	7.50			do	Oct. 25, 1886	7.50			do	Dec. 12, 1888
Miles' Grove, Pa	L. H. Daily	25.00			do	Apr. 21, 1886	25.00			do	Dec. 4, 1888
Milford, Tex	C. L. Wilson[2]		50.00		In transit	Apr. 27, 1886		50.00		do	Sept. 8, 1888
Milledgeville, Ohio	M. H. Murphy			9.08	Burglary	Oct. 17, 1888			9.08	do	Mar 14, 1889
Do	do[3]	6.40			do	July 30, 1887				Disallowed	Mar. 14, 1889
Millheim, Pa	J. C. Smith	2.00			do	Apr. 14, 1888	2.00			Allowed	Feb. 9, 1889
Millican, Tex	A. G. Steele	55.44			do	Nov. 21, 1887	51.94			do	Dec. 4, 1888
Mill Run, W. Va	J. Guthrie				do	Oct. 21, 1876				Dismissed[5]	Sept. 6, 1888
Millville, Ind	A. Welker	4.13		4.63	do	May 10, 1888	4.13		4.63	Allowed	Jan. 8, 1889
Milnersville, Ohio	J. T. Johnson[2]		174.00		In transit	Feb. 28, 1888				Dismissed	Mar. 1, 1889

[5] The cases reported as "dismissed September 6, 1888," were, in most instances, filed prior to March 17, 1882, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dismissed from further consideration.

[1] Insufficient proof as to amount lost.
[2] Money recovered.
[3] Loss resulted from negligence of claimant.
[4] Loss not reported at or about the time it occurred.
[6] No satisfactory proof of loss.
[7] Loss resulted from negligence and is not within the provisions of the statute.
[8] Allowed under act of Aug. 8, 1888.

LEASES—Continued.

EXHIBIT B.—*Statement of post-offices and postal stations where premises have been leased by the Government, etc.*—Continued.

POST-OFFICES—Continued.

No.	Offices.	Class.	Postmaster's salary.	Term of lease. From—	Term of lease. To—	No. of years.	Rent per annum.	Heat, fuel, and light included in lease
106	Frederick, Md....	2	$2,300	July 1, 1887	July 1, 1892	5	$1,000.00	Heat and light
107	Hagerstown, Md..	2	2,300	June 30, 1888	June 30, 1893	5	800 00	Do.
108	Beverly, Mass....	2	2,200	Jan. 1, 1887	Jan. 1, 1892	5	60[illegible] 00	Do.
109	Brockton, Mass...	2	2,700	Oct. 15, 1887	Oct. 15, 1892	5	1,[illegible]00.00	Heat.
110	Fitchburg, Mass..	2	2,700	Aug. 15, 1887	Aug. 15, 1892	5	1,700.00	Heat and light
111	Greenfield, Mass..	2	2,400	July 1, 1886	July 1, 1891	5	560.00	
112	Haverhill, Mass ..	2	2,700	Aug. 1, 1886	Aug. 1, 1890	4	1,[illegible]00.00	
113	Holyoke, Mass....	2	2,800	Nov. 1, 1888	Nov. 1, 1893	5	1,200.00	
114	Hyde Park, Mass.	2	2,400	Feb. 1, 1888	Feb. 1, 1893	5	800.00	Fuel and light
115	Lawrence, Mass..	2	2,800	Jan. 1, 1888	Jan. 1, 1893	5	1,550.00	Heat.
116	Lynn, Mass	1	3,100	Oct. 1, 1885	Oct. 1, 1889	4	1,800.00	Do.
117	Malden, Mass	2	2,400	Oct. 1, 1886	Oct. 1, 1891	5	800.00	Do.
118	Melrose, Mass ...	2	2,400	Oct. 1, 1887	Oct. 1, 1892	5	350.00	Heat and light
119	Newburyport, Mass.	2	2,500	Mch. 13, 1886	Mch. 13, 1891	5	900.00	
120								
121	Newton, Mass	2	2,300	Oct. 1, 1888	Oct. 1, 1893	5	1,050.00	Do.
122	Newtonville, Mas.	2	2,000	Jan. 1, 1889	Jan. 1, 1894	5	575.00	Do.
123	North Adams, Mass.	2	2,600	Oct. 15, 1887	Oct. 15, 1892	5	1,000.00	Do.
123	Northampton, Mass.	2	2,500	July 1, 1887	July 1, 1892	5	675.00	Heat.
124	Pittsfield, Mass...	2	2,600	Apr. 1, 1887	Apr. 1, 1892	5	1,000.00	Do.
125	Salem, Mass.....	2	2,800	Jan. 21, 1887	Jan. 21, 1892	5	2,100 00	Do.
126	South Framingham, Mass.	2	2,000	Oct. 1, 1887	Oct. 1, 1892	5	625.00	Heat and light
127	Springfield, Mass.	1	3,300	....do	....do	5	2,500.00	Heat.
128	Taunton, Mass....	2	2,600	July 18, 1886	July 18, 1890	4	1,250.00	
129	Waltham, Mass...	2	2,500	Feb. 1, 1886	Feb. 1, 1891	5	1,200.00	
130	Westfield, Mass ..	2	2,500	Apr. 1, 1886	Apr. 1, 1890	4	600.00	
131	Woburn, Mass....	2	2,200	Jan. 1, 1889	Jan. 1, 1894	5	1,250.00	Heat and light
132	Worcester, Mass..	1	3,300	June 30, 1888	June 30, 1893	5	3,280.00	Heat.
133	Adrian, Mich	2	2,400	Apr. 9, 1889	Apr. 9, 1890	4	350.00	
134	Alpena, Mich	2	2,000	Mar. 1, 1889	Mar. 1, 1894	5	400.00	
135	Ann Arbor, Mich .	2	2,600	..do	....do	5	1,200.00	
136	Battle Creek, Mich	2	2,600	Jan. 1, 1889	Jan. 1, 1894	5	1,300.00	Heat.
137	Bay City, Mich ...	2	2,600	Apr. 21, 1886	Apr. 21, 1891	5	700.00	
138	Big Rapids, Mich .	2	2,100	July 15, 1888	July 15, 1893	5	650.00	Heat and light
139	East Saginaw, Mich.	2	2,900	Oct. 1, 1885	Oct. 1, 1889	4	1,100.00	Heat.
140	Flint, Mich	2	2,400	Apr. 1, 1889	Apr. 1, 1894	5	900.00	
141	Hillsdale, Mich ...	2	2,200	Jan. 20, 1887	Jan. 20, 1892	5	375.00	
142	Ionia, Mich	2	2,100	Jan. 1, 1889	Jan. 1, 1894	5	750 00	
143	Jackson, Mich	2	2,800	Dec. 21, 1887	Dec. 21, 1892	5	1,400.00	
144	Kalamazoo, Mich .	1	3,000	Jan. 1, 1889	Jan. 1, 1894	5	950.00	
145	Lansing, Mich	2	2,700	Oct. 1, 1887	Oct. 1, 1892	5	1,500 00	Do.
146	Manistee, Mich ...	2	2,200	Mar. 15, 1888	Mar. 15, 1893	5	700.00	
147	Muskegon, Mich ..	2	2,600	Aug. 15, 1885	Aug. 15, 1889	4	500.00	
148	Pontiac, Mich.....	2	2,000	Jan. 1, 1888	Jan. 1, 1893	5	400.00	
149	Duluth, Minn.....	1	3,000	June 15, 1887	June 15, 1892	5	1,450.00	Heat and light
150	Faribault, Minn...	2	2,200	Oct. 1, 1888	Oct. 1, 1893	5	600.00	
151	Mankato, Minn ...	2	2,400	Aug. 10, 1887	Aug. 10, 1892	5	1,100.00	
152	Minneapolis, Minn.*	1	3,700	May 1, 1886	May 1, 1891	5	5,000.00	Do.
153	....do			Sept. 20, 1888	..do	†2	2,000 00	Do.
154	Red Wing, Minn ..	2	2,200	Jan. 1, 1889	Jan. 1, 1894	5	1,000.00	
155	Rochester, Minn ..	2	2,200	Nov. 1, 1885	Nov. 1, 1889	4	900.00	
156	Stillwater, Minn ..	2	2,500	Nov. 24, 1885	Nov. 24, 1889	4	1,050.00	
157	Winona, Minn	2	2,600	Jan. 1, 1887	Jan. 1, 1892	5	1,800.00	
158	Meridian, Miss....	2	2,300	Feb. 15, 1887	Feb. 15, 1892	5	480.00	
159	Natchez, Miss.....	2	2,300	Apr. 1, 1887	Apr. 1, 1890	3	480.00	
160	Vicksburg, Miss ..	2	2,500	Sept. 1, 1886	Sept. 1, 1891	5	1,000.00	
161	St. Joseph, Mo....	1	3,300	Feb. 1, 1889	Feb. 1, 1894	5	900.00	
162	Sedalia Mo	2	2,500	Oct. 1, 1886	Oct. 1, 1891	5	400.00	
163	Springfield, Mo...	2	2,600	May 1, 1887	May 1, 1892	5	1,050.00	Do.
164	Butte City, Mont.	2	2,600	Nov. 24, 1886	Nov. 24, 1891	5	1.00	Do.
165	Helena, Mont.....	2	2,700	Mar. 8, 1886	Mar. 8, 1891	5	1,260.00	
166	Beatrice, Nebr....	2	2,400	Mar. 7, 1887	Mar. 7, 1892	5	700.00	
167	Fremont, Nebr ...	2	2,400	Jan. 1, 1886	Jan. 1, 1890	4	480.00	Heat.
168	Grand Island, Nebr	2	2,300	June 30, 1888	June 30, 1893	5	600.00	
169	Hastings, Nebr ...	2	2,500	May 1, 1887	May 1, 1892	5	600.00	
170	Dover, N. H	2	2,300	May 1, 1886	May 1, 1891	5	800.00	Do.
171	Keene, N. H	2	2,400	July 1, 1886	July 1, 1890	4	600.00	Heat and light
172	*Manchester, N. H.*	2	2,900	Apr. 1, 1886	Apr. 1, 1890	4	1,350.00	

*Additional room. †Two years, 7 months, 10 days.

LEASES—Continued.

IIT B.—*Statement of post-offices and postal stations where premises have been leased by the Government, etc.*—Continued.

POST-OFFICES—Continued.

Offices.	Class.	Post-master's salary.	Term of lease. From—	Term of lease. To—	No. of years.	Rent per annum.	Heat, fuel, or light included in lease.
Nashua, N. H.....	2	$2,600	Jan. 1, 1886	Jan. 1, 1890	4	$1,000.00	Heat.
Asbury Park, N. J	2	2,300	Jan. 10, 1887	Jan. 10, 1892	5	600.00	Heat and light.
Atlantic City, N. J	2	2,600	Mar. 30, 1888	Mar. 30, 1893	5	1,100 00	Do
Camden, N. J.....	2	2,900	July 1, 1885	July 1, 1889	4	1,200.00	
East Orange, N. J.	2	2,600	June 30, 1888	June 30, 1893	5	900.00	Heat.
Elizabeth, N. J ...	2	2,700	Apr. 1, 1888	Apr. 1, 1893	5	800.00	
Hoboken, N J ...	2	2,600	May 1, 1886	May 1, 1891	5	800.00	
Morristown, N. J .	2	2,500	Apr. 1, 1887	Apr. 1, 1892	5	600.00	
New Brunswick, N. J.	2	2,600	June 30, 1888	June 30, 1893	5	900.00	Heat and light.
Orange, N. J	2	2,600	Mar. 31, 1888	Mar. 31, 1893	5	1,000.00	Heat.
Paterson, N. J	1	3,000	May 1, 1886	May 1, 1891	5	1,500.00	Do.
Plainfield, N. J ...	2	2,600	....do	....do	5	1,050.00	
Amsterdam, N. Y.	2	2,500	Mar. 1, 1888	Mar. 1, 1893	5	1,000.00	
Auburn, N. Y.....	2	2,900	Mar. 31, 1888	Mar. 31, 1893	5	1,500.00	
Batavia, N. Y	2	2,400	Jan. 1, 1889	Jan. 1, 1894	5	1,100.00	Heat and light.
Bath, N. Y.....	2	2,000	July 1, 1887	July 1, 1892	5	500.00	Do.
Binghamton, N. Y	1	3,100	Oct. 1, 1888	Oct. 1, 1893	5	1,600.00	Heat.
Brockport, N. Y ..	2	2,100	Apr. 1, 1889	Apr. 1, 1894	5	250.00	
Brooklyn, N. Y ..	1	5,000	July 1, 1885	July 1, 1889	4	*4,500.00	
Cohoes, N. Y	2	2,300	Oct. 1, 1887	Oct. 1, 1892	5	850.00	
Corning, N. Y. ..	2	2,200	Mar. 1, 1887	Mar. 1, 1892	5	975.00	Fuel and light.
Dansville, N. Y ...	2	2,000	July 1, 1887	July 1, 1892	5	350.00	
Dunkirk, N. Y ..	2	2,300	Mar. 1, 1888	Mar. 1, 1893	5	450.00	
Elmira, N. Y.....	1	3,100	Feb. 1, 1889	Feb. 1, 1894	5	2,400.00	Heat and light.
Geneva, N. Y	2	2,700	Apr. 1, 1886	Apr. 1, 1890	4	500.00	Heat.
Glens Falls, N. Y	2	2,300	Jan. 1, 1889	Jan. 1, 1894	5	1,000.00	Heat and light.
Gloversville, N.Y	2	2,400	Apr. 1, 1886	Apr. 1, 1890	4	600.00	Heat.
Hornellsville, N.Y.	2	2,400	July 1, 1887	July 1, 1892	5	1,200.00	Heat and light.
Hudson, N. Y.	2	2,400	Nov. 15, 1885	Nov. 15, 1889	4	850.00	
Ithaca, N. Y	2	2,700	July 1, 1882	July 1, 1892	10	1,500.00	Fuel.
Jamestown, N. Y .	2	2,700	May 1, 1886	May 1, 1891	5	1,200.00	Heat.
Johnstown, N. Y..	2	2,100	July 14, 1888	July 14, 1893	5	550.00	
Kingston, N. Y....	2	2,300	June 1, 1882	June 1, 1890	8	550.00	
Le Roy, N. Y.....	2	2,100	July 1, 1887	July 1, 1892	5	200.00	
Little Falls, N. Y .	2	2,300	Jan. 1, 1884	Jan. 1, 1894	10	650.00	
Lockport, N. Y ...	2	2,600	Apr. 1, 1882	Apr. 1, 1892	10	1,000.00	Heat.
Middletown, N. Y.	2	2,500	Mar. 31, 1888	Mar. 31, 1893	5	1,400.00	Heat and light.
Mount Vernon, N. Y.	2	2,500	Feb. 1, 1889	Feb. 1, 1894	5	600.00	
Newburgh, N. Y..	2	2,700	Jan. 1, 1888	Jan. 1, 1893	5	2,100.00	Do.
Niagara Falls, N. Y.	2	2,000	Apr. 1, 1889	Apr. 1, 1894	5	700.00	Heat.
Norwich, N. Y	2	2,000	Mar. 26, 1888	Mar. 26, 1893	5	600.00	
Olean, N. Y	2	2,400	Aug. 18, 1885	Aug. 18, 1889	4	1,000.00	Heat and light.
Oneida, N. Y.....	2	2,300	Mar. 31, 1888	Mar. 31, 1893	5	600.00	
Oneonta, N. Y.....	2	2,300	July 1, 1887	July 1, 1892	5	600.00	
Owego, N. Y	2	2,200	Oct. 1, 1888	Oct. 1, 1893	5	700.00	
Penn Yan, N. Y....	2	2,100	July 2, 1888	July 2, 1893	5	450.00	Do.
Port Jervis, N. Y .	2	2,200	June 30, 1888	June 30, 1893	5	1,000.00	Do.
Rochester, N. Y...	1	3,700	Apr. 1, 1886	Apr. 1, 1891	5	5,000.00	Heat.
Rome, N. Y	2	2,500	Oct. 1, 1886	Oct. 1, 1891	5	425.00	Do.
Saratoga Springs, N. Y.	2	2,700	Jan. 1, 1883	Jan. 1, 1893	10	1,500.00	
Schenectady, N. Y.	2	2,500	July 1, 1887	July 1, 1892	5	1,000.00	
Sing Sing, N. Y ...	2	2,200	Mar. 1, 1886	Mar. 1, 1891	5	400.00	
Tonawanda, N. Y.	2	2,300	July 1, 1887	July 1, 1892	5	400.00	
Troy, N. Y	1	3,300	May 1, 1886	May 1, 1890	4	3,000.00	Do.
Watertown, N. Y .	2	2,600	Jan. 15, 1887	Jan. 15, 1892	5	1,000.00	
Waverly, N. Y....	2	2,000	July 1, 1887	July 1, 1892	5	500.00	Heat and light.
Yonkers, N. Y....	2	2,700	June 1, 1887	June 1, 1892	5	1,500.00	
Charlotte, N. C ...	2	2,400	Nov. 10, 1888	Nov. 10, 1893	5	600.00	
Wilmington, N. C .	2	2,600	Sept. 1, 1888	Sept. 1, 1893†	5	1,600.00	
Akron, Ohio	1	3,000	July 1, 1885	July 1, 1889	4	1,380.00	Fuel.
Bucyrus, Ohio	2	2,000	Feb. 15, 1889	Feb. 15, 1894	5	450.00	Heat and light.
Chillicothe, Ohio .	2	2,400	Apr. 1, 1889	Apr. 1, 1891	5	1,000.00	Do.
Dayton, Ohio	1	3,200	Oct. 15, 1883	Oct. 15, 1893	10	2,950.00	Heat.
Delaware, Ohio ...	2	2,300	Apr. 15, 1888	Apr. 15, 1893	5	500.00	
East Liverpool, Ohio.	2	2,300	Jan. 1, 1889	Jan. 1, 1894	5	700.00	Heat and light.

,000 per annum additional allowed for rent at Brooklyn for addition to main office, not under

r until *completion of Government building.*

EXHIBIT B.—*Statement of post-offices and postal stations where premises have been by the Government, etc.*—Continued.

LEASES—Continued.

POST-OFFICES—Continued.

No.	Offices.	Class.	Postmaster's salary.	Term of lease. From—	Term of lease. To—	No. of years.	Rent per annum.	Heat, light included
238	Elyria, Ohio	2	$2,100	Oct. 1, 1885	Oct. 1, 1889	4	$650.00	Heat an
239	Findlay, Ohio	2	2,400	Feb. 11, 1888	Feb. 11, 1893	5	500.00	Do.
240	Fremont, Ohio	2	2,200	July 1, 1887	July 1, 1892	5	400.00	
241	Gallipolis, Ohio	3	1,000	Mar. 1, 1889	Mar. 1, 1890	1	300.00	
242	Hamilton, Ohio	2	3,500	Oct. 1, 1886	Oct. 1, 1891	5	600.00	Do.
243	Ironton, Ohio	2	2,200	July 1, 1887	July 1, 1892	5	380.00	
244	Kenton, Ohio	2	2,000	Sept. 7, 1885	Sept. 7, 1889	4	1.00	
245	Lima, Ohio	2	2,500	Mar. 15, 1888	Mar. 15, 1893	5	1,600.00	Do.
246	Mansfield, Ohio	2	2,700	Apr. 1, 1889	Apr. 1, 1894	5	1,150.00	Do.
247	Marietta, Ohio	2	2,300	Jan. 1, 1889	Jan. 1, 1894	5	500.00	
248	Marion, Ohio	2	2,100	July 1, 1887	July 1, 1892	5	400.00	
249	Massillon, Ohio	2	2,200	Sept. 20, 1886	Sept. 20, 1891	5	1.00	
250	Mt. Vernon, Ohio	2	2,100	Apr. 1, 1887	Apr. 1, 1892	5	500.00	
251	Newark, Ohio	2	2,300	Oct. 1, 1885	Oct. 1, 1889	4	700.00	
252	Norwalk, Ohio	2	2,300	July 1, 1886	July 1, 1891	5	550.00	
253	Oberlin, Ohio	2	2,200	Mar. 1, 1886	Mar. 1, 1890	4	350.00	
254	Painesville, Ohio	2	2,400	Oct. 22, 1887	Oct. 22, 1892	5	275.00	
255	Piqua, Ohio	2	2,400	Sept. 1, 1885	Sept. 1, 1889	4	720.00	
256	Salem, Ohio	2	2,300	Aug. 1, 1885	Aug. 1, 1889	4	2.00	
257	Springfield, Ohio	1	3,200	Mar. 15, 1887	Mar. 15, 1892	5	2,200.00	Heat.
258	Steubenville, Ohio	2	2,400	Feb. 1, 1887	Feb. 1, 1892	5	900.00	Do.
259	Tiffin, Ohio	2	2,300	July 1, 1886	July 1, 1891	5	500.00	
260	Troy, Ohio	2	2,100	July 1, 1887	July 1, 1892	5	600.00	Heat an
261	Urbana, Ohio	2	2,200	Jan. 8, 1887	Jan. 8, 1892	5	300.00	
262	Warren, Ohio	2	2,300	Aug. 15, 1887	Aug. 15, 1892	5	650.00	Do.
263	Wooster, Ohio	2	2,300	Dec. 11, 1886	Dec. 11, 1891	5	600.00	
264	Xenia, Ohio	2	2,200	Jan. 1, 1887	Jan. 1, 1892	5	400.00	
265	Youngstown, Ohio	2	2,700	July 1, 1887	July 1, 1892	5	1,200.00	Do.
266	Zanesville, Ohio	2	2,800	Sept. 1, 1886	Sept. 1, 1891	5	800.00	
267	Altoona, Pa	2	2,600	Oct. 1, 1888	Oct. 1, 1893	5	900.00	
268	Bellefonte, Pa	2	2,000	July 2, 1888	July 2, 1893	5	380.00	Do.
269	Bethlehem, Pa	2	2,300	May 1, 1886	May 1, 1891	5	700.00	Heat.
270	Bradford, Pa	2	2,600	Nov. 16, 1887	Nov. 16, 1892	5	600.00	Do.
271	Carlisle, Pa	2	2,200	Mar. 31, 1888	Mar. 31, 1893	5	450.00	Heat an
272	Chester, Pa	2	2,500	Oct. 1, 1888	Oct. 1, 1892	4	675.00	
273	Columbia, Pa	2	2,000	Feb. 15, 1889	Feb. 15, 1894	5	300.00	
274	Corry, Pa	2	2,200	June 1, 1887	June 1, 1892	5	350.00	
275	Danville, Pa	2	2,000	Oct. 1, 1887	Oct. 1, 1892	5	500.00	
276	Downingtown, Pa	3	1,300	Aug. 15, 1886	Aug. 15, 1891	5	1.00	
277	Easton, Pa	2	2,600	Apr. 1, 1887	Apr. 1, 1892	5	1,100.00	
278	Franklin, Pa	2	2,200	Apr. 1, 1889	Apr. 1, 1894	5	600.00	Heat.
279	Hazleton, Pa	2	2,300	July 1, 1885	July 1, 1889	4	975.00	Heat an
280	Huntingdon, Pa	2	2,300	Apr. 1, 1888	Apr. 1, 1893	5	300.00	
281	Johnstown, Pa	2	2,500	July 1, 1886	July 1, 1891	5	750.00	Do.
282	Lancaster, Pa	2	2,900	Oct. 1, 1887	Oct. 1, 1892	5	2,000.00	
283	Lebanon, Pa	2	2,400	Mar. 31, 1888	Mar. 31, 1893	5	850.00	
284	Lock Haven, Pa	2	2,200	Mar. 1, 1888	Mar. 1, 1893	5	600.00	
285	McKeesport, Pa	2	2,300	Jan. 1, 1888	Jan. 1, 1893	5	500.00	
286	Meadville, Pa	2	2,500	June 30, 1888	June 30, 1893	5	1,000.00	
287	New Castle, Pa	2	2,400	Oct. 1, 1886	Oct. 1, 1891	5	700.00	Do.
288	Pittston, Pa	2	2,300	July 1, 1886	July 1, 1891	5	500.00	
289	Pottstown, Pa	2	2,300	Mar. 31, 1888	Mar. 31, 1893	5	800.00	Do.
290	Scranton, Pa	1	3,100	Apr. 1, 1889	Apr. 1, 1894	5	2,700.00	Heat.
291	Shamokin, Pa	2	2,000	Jan. 1, 1889	Jan. 1, 1894	5	400.00	
292	Towanda, Pa	2	2,100	....do	....do	5	500.00	Heat an
293	Warren, Pa	2	2,500	....do	....do	5	1,000.00	Do.
294	Wilkes-Barre, Pa	2	2,800	Apr. 1, 1886	Apr. 1, 1891	5	1,100.00	Heat.
295	Williamsport, Pa	2	2,800	June 30, 1888	June 30, 1892	4	900.00	
296	Pawtucket, R. I	2	2,700	Oct. 1, 1885	Oct. 1, 1889	4	1,250.00	Do.
297	Westerly, R. I	2	2,100	Oct. 1, 1888	Oct. 1, 1893	5	800.00	
298	Chattanooga, Tenn.	1	3,100	Jan. 2, 1888	Jan. 2, 1893	5	5.00	
299	Bonham, Tex	3	1,600	Jan. 2, 1886	Jan. 2, 1891	5	1.00	
300	Colorado, Tex	3	1,600	Sept. 16, 1885	Sept. 16, 1889	4	1.00	Heat and
301	Gainesville, Tex	2	2,100	Nov. 1, 1887	Nov. 1, 1891	5	12.00	Light.
302	Houston, Tex	2	2,900	Aug. 1, 1886	Aug. 1, 1890	4	900.00	
303	Paris, Tex	2	2,200	Sept. 1, 1887	Sept. 1, 1892	5	240.00	
304	Sherman, Tex	2	2,400	Nov. 1, 1887	Nov. 1, 1892	5	360.00	
305	Ogden, Utah	2	2,400	Aug. 1, 1888	Aug. 1, 1893	5	600.00	Heat and
306	Salt Lake City, Utah.	1	3,000	July 1, 1886	July 1, 1891	5	1,200.00	
307	Bennington, Vt	2	2,000	Jan. 1, 1889	Jan. 1, 1894	5	300.00	Do.
308	Brattleborough, Vt.	2	2,400	Oct. 1, 1886	Oct. 1, 1891	5	650.00	

Parnell, Kans	D. M. Werts			3.85	....do	Apr. 28, 1888			3.85	....do	Jan. 9, 1889
Parshallville, Mich	J. H. Norbert			53.00	Burglary	Mar. 24, 1886			53.00	....do	Nov. 13, 1888
Patterson, Iowa	S. B. Catterlin			30.00	....do	Oct. 18, 1873				Dismissed[a]	Sept. 6, 1888
Patterson's Bluff, Ark	W. L. Cravens	7.15			Storm	May 27, 1886	7.15			Allowed	Feb. 9, 1889
Patton's Station, Pa	J. W. Walker			15.39	Fire	Sept. 16, 1887			15.39	....do	Mar. 14, 1889
Pattonville, Mo	J. R. Evans			44.04	Burglary	July 2, 1888			44.04	....do	Jan. 31, 1889
Paw Paw, Mich	George W. Mathews	289.89			....do	May 1, 1880	162.89			....do	Do.
Pearl River, N. Y	J. E. Braunsdorf				Fire	Nov. 19, 1876				Dismissed[a]	Sept. 6, 1888
Peeksburgh, Ind	H. Cox			23.00	....do	Apr. 1, 1888			23.00	Allowed	Oct. 22, 1888
Pensaukee, Wis	William Baptist				Storm	July 7, 1877				Dismissed[a]	Sept. 6, 1888
Perry, Kans	L. E. Merritt	5.05			Burglary	Mar. 19, 1887	5.05			Allowed	Feb. 9, 1889
Peshtigo, Wis	J. F. Bartles			22.90	Fire	July 1, 1885			22.90	....do	Mar. 9, 1889
Peterborough, N. H	John R. Miller	125.45			Burglary	Oct. 3, 1879	125.45			....do	Jan. 28, 1889
Petersburg, Ill	Rebecca Snape	50.00			....do	Oct. 26, 1887	50.00			....do	Jan. 4, 1889
Peters' Creek, Pa	J. A. McConkey				Fire					Dismissed[a]	Sept. 6, 1888
Peterton, Kans	Thomas Jenkins[4]	20.00		7.00	Burglary	May. 6, 1885	20.00			Allowed	Jan. 28, 1889
Peytonsburgh, Va	J. M. Faulkner			13.00	Fire	June 13, 1880				Dismissed[a]	Sept. 6, 1888
Phillips, Me	R. E. Platt	64.56			Burglary	Mar. 23, 1887	64.56			Allowed	Mar. 9, 1889
Pickensville, Ala	C. H. Block				....do					Dismissed[b]	Sept. 6, 1888
Pickford, Mich	C. W. Pickford			91.84	Fire	Feb. 25, 1885			91.84	Allowed	Mar. 14, 1889
Pine Valley, Miss	P. H. Wyatt				....do	June 12, 1874				Dismissed[a]	Sept. 6, 1888
Plagah, Ohio	S. M. Sprinkle	20.74			Burglary	May 17, 1879	13.00			Allowed	Feb. 9, 1889
Plagah, Ill	S. M. Kamails				Storm	May — 1880				Dismissed[a]	Sept. 6, 1888
Pittsford, Mich	R. V. Leonard	56.32			Burglary	Feb. 17, 1888	56.32			Allowed	Dec. 4, 1888
Platte Centre, Nebr	R. L. Rossiter			15.45	Fire	Feb. 10, 1888			15.45	....do	Nov. 13, 1888
Plainfield, Ohio	C. A. Platt[3]		5.00		In transit	Feb. 29, 1888				Dismissed	Mar. 1, 1889
Pleasant Gap, Pa	C. W. Stine			28.00	Fire	Sept. 15, 1874				....do.[a]	Sept. 6, 1888
Pleasant Hill, Ill	A. Swainson	7.00			Burglary	Jan. 17, 1880	2.00			Allowed	Mar. 9, 1889
Pleasant Plain, Ind	J. Van Dolsen				Fire					Dismissed[a]	Sept. 6, 1888
Pleasant Point, Tenn	W. G. Lumpkins	4.50			Burglary	Feb. 7, 1888	4.50			Allowed	Mar. 9, 1889
Pleasant Unity, Pa	G. W. Megary	66.21			....do	Sept. 15, 1885	66.21			do	Jan. 8, 1889
Pleasure Ridge Park, Ky	L. M. Paine[1]	15.00			....do	May 16, 1887				Disallowed	Jan. 28, 1889
Plevna, Ala	W. J. Taylor				Fire	June 1, 1881				Dismissed[a]	Sept. 6, 1881
Plummerville, Ark	D. Patterson	10.00			Burglary	Oct. 30, 1884	8.00			Allowed	Dec. 26, 1888
Do	W. F. Hobbs	72.96			....do	Dec. 19, 1886	72.96			....do	Dec. 28, 1888
Point Isabel, Ohio	F. T. Hodges	4.00			....do	Feb. 21, 1888	4.00			....do	Dec. 12, 1888
Poland, Ind	John J. Huffman	30.00			....do	June 13, 1882	30.00			....do	Feb. 5, 1889
Polo, Mo	R. J. Clark	28.00			....do	Nov. 12, 1883	28.00			....do	Feb. 14, 1889
Port Allegany, Pa	W. J. Davis[5]	313.98			Larceny	Jan. 2, 1888				Disallowed	Do.
Port Gamble, Wash	D. B. Jackson	74.24			Fire	Dec. 3, 1880	74.24			Allowed	Dec. 26, 1888
Port Providence, Pa	J. S. Holloway			4.00	Burglary	Apr. 24, 1879				Dismissed[a]	Sept. 6, 1888
Pottersburgh, Ohio	Jonas Cline[6]	20.00			....do	Nov. 15, 1880				Disallowed	Jan. 28, 1889
Powhaton, Ark	A. J. Raney				Fire	Mar. 30, 1875				Dismissed[a]	Sept. 6, 1888
Prairie Station, Miss	J. Randle			6.00	....do	Sept. 1, 1872				....do[6]	Do.
Pregnall's, S. C	W. P. Burbage			22.52	Burglary	May 9, 1888			22.52	Allowed	Jan. 31, 1889

[a] The cases reported as "dismissed September 6, 1888," were, in most instances, filed prior to March 17, 1882, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dismissed from further consideration.

[1] Loss not reported at or about the time it occurred.

[2] Claim for stamps previously allowed.

[3] Money refunded to claimant by mail contractor.

[4] Credit for stamps previously allowed.

[5] Loss resulted from negligence of the claimant.

[6] No satisfactory proof of loss.

LEASES—Continued.

EXHIBIT B.—*Statement of post-offices and postal stations where premises have been leased by the Government, etc.*—Continued.

POSTAL STATIONS—Continued.

No.	Offices.	Class.	Postmaster's salary.	Term of lease. From—	Term of lease. To—	No. of years.	Rent per annum.	Heat, fuel, or light included in lease.
32	Kansas City, Mo..	1	$3,900					
	West Kansas City.			June 1, 1886	June 1, 1891	5	$312.00	Heat.
	Los Angeles, Cal..	1	3,300					
33	Station B			June 1, 1888	June 1, 1893	5	600.00	Heat and light.
34	East Los Angeles.			June 1, 1888	June 1, 1893	5	500.00	Do.
	Milwaukee, Wis..	1	3,700					
35	South Side			Apr. 1, 1889	Apr. 1, 1894	5	600.00	
	New York, N. Y..	1	8,000					
36	Station A			Feb. 1, 1886	Feb. 1, 1890	4	6,200.00	Heat.*
37	Station B			May 1, 1888	May 1, 1893	5	3,000.00	
38	Station C			....do	....do	5	2,500.00	
39	Station E			May 1, 1886	May 1, 1890	4	3,000.00	Do.*
40	Station F			Jan. 1, 1889	Jan. 1, 1894	5	2,700.00	
41	Station G			May 1, 1887	May 1, 1892	5	2,900.00	Do.
42	Station H			May 1, 1888	May 1, 1893	5	2,200.00	
43	Station I			Jan. 1, 1887	Jan. 1, 1892	5	2,000.00	
44	Station K			Oct. 1, 1886	May 1, 1890	3 7/12	1,500.00	Do.
45	Station L			Aug. 1, 1885	Aug. 1, 1889	4	2,100.00	
46	Station P			May 1, 1885	May 1, 1890	5	4,500.00	
47	Station R			Oct. 1, 1888	Oct. 1, 1893	5	750.00	
48	Station T			Jan. 1, 1887	Jan. 1, 1892	5	450.00	
49	High Bridge			Feb. 1, 1889	Feb. 1, 1894	5	500.00	
	Philadelphia, Pa..	1	6,000					
50	Station F			July 1, 1886	July 1, 1891	5	420.00	
	Pittsburgh, Pa	1	3,900					
51	Station B			June 1, 1886	June 1, 1891	5	250.00	Heat and light.
52	East Liberty			Oct. 1, 1887	Oct. 1, 1892	5	400.00	Do.
53	South Side			Sept. 1, 1888	Sept. 1, 1892	4	400.00	Do.
	St. Louis, Mo	1	6,000					
54	Station B			Jan. 1, 1887	Jan. 1, 1892	5	180.00	
55	Station E			June 1, 1888	June 1, 1893	5	420.00	Do.
56	North St. Louis			July 1, 1886	July 1, 1890	4	420.00	
	San Francisco, Cal	1	5,000					
57	Station A			Aug. 1, 1885	Aug. 1, 1889	4	900.00	
58	Station B			Jan. 1, 1886	Jan. 1, 1890	4	1,020.00	
59	Station C			....do	....do	4	420.00	
	Springfield, Mo...	2	2,600					
60	Station A			Jan. 1, 1888	Jan. 1, 1893	5	1.00	Do.
	Total rental at 60 stations						69,482.00	

* See contract.

RECAPITULATION.

	No.	Amount.
Total of post-offices	326	$279,053.50
Total of postal stations	60	69,482.00
Grand total, offices and stations	386	348,535.50

Roland, Ill	R. G. Rice				do					Dismissed *	Sept. 6, 1888
Rolleraville, Ohio	Isaac Smith[1]	60.00			do	Mar. 19, 1886				Disallowed	Jan. 9, 1889
Rolling Fork, Miss	L. A. Lloyd				do	June 11, 1872				Dismissed *	Sept. 6, 1888
Rome, Ga	W. H. Adkins		273.00		Theft	Apr. 27, 1888		273.00		Allowed	Dec. 12, 1888
Romine's Mills, Va	M. B. Dennison	9.00			Burglary	Mar. 3, 1879	7.00			do	Jan. 4, 1889
Roscoe, Dak	Zach. T. Sutley	53.35			Fire	Mar. 15, 1888	53.35			do	Nov. 13, 1888
Roscoe, Ohio	Mrs. R. J. Hooker			13.00	do	Mar. 5, 1873				Dismissed *	Sept. 6, 1888
Rosedale, Miss	T. R. McGuire			30.00	Flood	Feb. 28, 1882				do *	Do.
Rural Ridge, Pa	Elizabeth Leslie				Fire	Aug. 23, 1874				do *	Do.
Rushville, Mo	E. Watson	3.50			Burglary	June 14, 1877	3.50			Allowed	Feb. 5, 1889
Russell, Iowa	J. H. Cook	263.24			do	Sept. 16, 1879	120.00			do	Mar. 2, 1889
Russellville, Tenn	W. M. Miller	37.07			do	Nov. 12, 1884	19.50			do	Dec. 28, 1889
Russiaville, Ind	J. Gennebeck			37.00	Fire	Jan. 22, 1881				Dismissed *	Sept. 6, 1888
Saginaw, Mich	George T. Lewis			1,551.00	Burglary	Aug. 6, 1888			1,551.00	Allowed	Dec. 20 1888
St. Anne, Ill	Joe. Guertin		6.96	22.90	Fire	Feb. 5, 1888		6.96	22.90	do	Oct. 22, 1888
St. Anthony Park, Minn	F. W. Pickard		5.00		In transit	Dec. 31, 1887		5.00		do	Nov. 13, 1888
St. George, Del	A. N. Sutton			30.87	Burglary	Apr. 18, 1886			30.87	do	Oct. 22, 1888
St. Louis, Mo	R. D. Wells	110.00			do	Oct. 9, 1884	110.00			do	Jan. 28, 1889
Salamanca, N. Y	C. E. Gallagher			321.84	Fire	Feb. 29, 1888			321.84	do	Oct. 22, 1888
Salem, N. J	Robert Newell	4.51	115.69	641.54	Burglary	June 9, 1886	4.51	115.69	641.54	do	Jan. 8, 1889
Salem, Ohio	F. W. Webster	963.03			do	Sept. 15, 1887	226.00			do	Jan. 4, 1889
Sandyville, Iowa	H. J. Fellers			20.00	Fire	Oct. 23, 1879				Dismissed *	Sept. 6, 1888
San Francisco, Cal	W. J. Bryan			9.40	Burglary	July 3, 1888			9.40	Allowed	Jan. 4, 1889
Sanger, Tex	F. M. Ready			4.95	Fire	Mar. 24, 1888			4.95	do	Oct. 3, 1888
San Mateo, Fla	S. H. Bacon	39.10			Burglary	Oct. 27, 1887	39.10			do	Feb. 9, 1889
San Miguel, N. Mex	J. T. Doyle			38.63	do	Feb. 3, 1888			38.63	do	Dec. 20, 1888
Saunemin, Ill	A. Cording	147.08			do	July 17, 1882	20.08			do	Jan. 28, 1889
Santa Fé, N. Mex	A. Seligman			788.64	Fire	July 21, 1888			788.64	do	Feb. 9, 1889
Santa Rosa, N. Mex	T. Labadie			8.50	Burglary					Dismissed *	Sept. 6, 1888
Sardinia, N. Y	George W. Cook	46.56		108.37	do	May 12, 1888	46.56		108.37	Allowed	Oct. 22, 1888
Sargent's, Colo	E. Dale				Fire	Feb. 3, 1885			36.14	do	Mar. 14, 1889
Satilla Bluff, Ga	R. A. Broughton			3.67	do	Mar. 7, 1888			3.67	do	Nov. 13, 1888
Saugus, Mass	John E. Stocker	11.26	67.08	152.24	Burglary	Apr. 17, 1888	11.26	61.08	152.24	do	Nov. 13, 1888
Saxton, Mo	A. Jackson				Fire	Dec. —, 1873				Dismissed *	Sept. 6, 1888
Do	do			15.67	do	July 7, 1880				do *	Do.
Schagticoke, N. Y	P. Derringer	12.76			Burglary	Aug. 14, 1886	12.76			Allowed	Jan. 4, 1889
Schock's Mills, Pa	D. Albright	21.81			do	Sept. 15, 1885	21.81			do	Dec. 28, 1888
Schodack Landing, N. Y	J. S Pesalee[6]			10.00	do	June 11, 1888				Disallowed	Jan. 4, 1889
Sciota Ill	William McKinley	12.00			do	Sept. 3, 1886	5.00			Allowed	Do.
Sciotoville, Ohio	J. G. Basham	34.10			do	July 10, 1888	34.10			do	Do.
Scotch Grove, Iowa	S. Shoemaker	50.09			do	Sept. 13, 1887	50.09			do	Dec. 28, 1888
Sebago, Me	E. L. Poor	28.90		38.18	do	July 2, 1888	28.90		38.19	do	Mar. 14, 1889
Selig, Ohio	J. D. Cahall			11.66	do	Apr. 26, 1888			11.66	do	Feb. 5, 1889
Separ, N. Mex	E. A. Ray	34.28			do	Aug. 8, 1886	34.28			do	Do.
Sevastopol, Iowa	Thomas Chambers	16.00			Fire	May 31, 1883	16.00			do	Do.

* The cases reported as "dismissed September 6, 1888." were, in most instances, filed prior to March 17, 1882, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dismissed from further consideration.

[1] Money recovered.

[2] Loss was not reported at or about the time it occurred.

[3] Claim for money-order funds disallowed; loss resulted from negligence.

[4] Insufficient proof of loss

[5] No satisfactory proof of remittance.

[6] Loss resulted from negligence of claimant.

[7] Claim was evidently made under a misapprehension, credit having been previously allowed.

EXHIBIT A.—*List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.*—Continued.

Post-offices.	Postmasters.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Sevierville, Tenn	A. P. Rawlings		$21.00		In transit	Jan. 21, 1888		$21.00		Allowed	Jan. 8, 1889
Sexton, Ark	W. M. Goddard	$5.00			Burglary	Jan. 17, 1884	$5.00			do	Dec. 12, 1888
Seymour, Wis	T. H. Mitchell			$45.00	Fire	Sept. 14, 1880				Dismissed *	Sept. 6, 1888
Shawtown, Ohio	T. H. Bushong	1.25		19.74	do	May 23, 1888	1.25		$19.74	Allowed	Jan. 8, 1889
Shirley Village, Mass	T. L. Hazen	9.92			Burglary	June 18, 1887	8.00			do	Feb. 5, 1889
Shoreham, Vt	R. H. Preble	11.66			do	Oct. 9, 1885	10.48			do	Oct. 27, 1888
Shrewsbury, Mass	C. J. Nourse	73.90			do	May 12, 1887	73.90			do	Feb. 9, 1889
Sigel, Mo	J. A. Babbitt				Fire	Aug. 18, 1883				Dismissed *	Sept. 6, 1888
Signal, Ariz	W. Koshland[1]	113.65			In transit	Jan. 5, 1889				do	June 28, 1889
Silver Creek, Pa	Sallie A. Ellis	83.06			Burglary	Mar. 8, 1883	83.06			Allowed	Jan. 4, 1889
Sims' Store, Ky	R. S. Pool	7.19			do	July 5, 1886	7.19			do	Do.
Sinclair, Ill	T. A. Wakely	2.00			do	May 31, 1883	2.00			do	Jan. 8, 1889
Snohomish, Wash	W. W. Pettit				do	Jan. 28, 1884	6.00			do	Feb. 9, 1889
Socorro, N. Mex	Ira E. Leonard	102.42			In transit	Mar. 2, 1887	102.42			do	Dec. 4, 1888
Soda Springs, Idaho	L. C. Eastman			8.85	Burglary	May 6, 1888			8.85	do	Nov. 13, 1888
Sodus, N. Y	L. M. Gaylord	114.39			do	July 27, 1883	114.00			do	Jan. 17, 1889
Somerset, Ill	H. L. VonLienen	10.00			do	May 31, 1887	10.00			do	Jan. 28, 1889
Somerset, Ind	J. M. Ferree	15.60			do	May 20, 1882	15.60			do	Mar. 9, 1889
Somerset, Ohio	J. J. Magruder		210.00		In transit	Feb. 9, 1888		210.00		do	Dec. 26, 1888
Southampton, N. Y	H. F. Herrick	255.00			Burglary	Sept. 29, 1883	255.00			do	Jan. 9, 1889
South Bethlehem, N. Y	J. H. Schoonmaker	2.00		.74	do	July 28, 1888	2.00		.74	do	Jan. 8, 1889
South Charleston, Ohio	L. K. Burnside	17.30			do	Nov. 4, 1885	17.30			do	Nov. 13, 1888
South Covington, Ky	H. H. Hunter			5.50	do	Sept. 24, 1875				Dismissed*	Sept. 6, 1888
South Eliot, Me	W. H. Staples	4.20			Fire	July 2, 1883	4.20			Allowed	Jan. 17, 1889
South Fincastle, Ohio	J. W. McKinney			6.84	Burglary	June 5, 1888			6.84	do	Do.
South Fork, N. Mex	J. H. Blazer	24.74			Fire	Dec. 7, 1884	24.74			do	Jan. 9, 1889
South Point, Mo	J. F. Schulz[2]	13.13			do	Feb. 25, 1885				Disallowed	Dec. 29, 1888
Southport, Conn	L. F. Sherwood				Burglary	Oct. 24, 1875				Dismissed*	Sept. 6, 1888
Southworth, Ohio	H. C. Miller[3]			13.26	Fire	July 31, 1888				Disallowed	Mar. 14, 1889
Sparta, Oregon	W. W. Ross	56.66			do	July 13, 1874	56.66			Allowed	Dec. 26, 1888
Spearsville, La	R. W. Goyne				do	Mar. —, 1883				Dismissed*	Sept. 6, 1883
Spencer, Dak	N. W. Wade[1]		9.00		In transit	Dec. 27, 1888				do	June 28, 1889
Spickardsville, Mo	D. J. Lindsey				Burglary	May 23, 1876				do*	Sept. 6, 1888
Spring Brook, N. Y	S. Northrop			2.50	Fire	July 14, 1872				do*	Do.
Springdale, Iowa	William Mather	40.43			Burglary	Nov. 5, 1882	40.00			Allowed	Jan. 17, 1889
Springerton, Ill	J. W. Springer[4]	19.56			do	Dec. 31, 1883				Disallowed	Feb. 5, 1889
Springfield, N. J	J. T. Sickley			6.44	do	Mar. 26, 1883			6.44	Allowed	Nov. 13, 1888
Springfield, Wis	E. B. Farnum[1]			15.00	Fire	Feb. 28, 1874				Dismissed*	Sept. 6, 1888
Spring Hill, Kans	S. W. Young			141.10	Burglary	Feb. 23, 1888			41.10	Allowed	Jan. 8, 1889
Do	do[5]			141.10	do	do			100.00	do	Jan. 17, 1889

Spring Hill, Mo	E. E. Kenady				Fire	Feb. 17, 1880				Dismissed*	Sept. 6, 1888
Springville, Ill	J. T. S. Linn	25.14			Burglary	Dec. 5, 1881	12.44			Allowed	Jan. 9, 1889
Spurgeon, Ind	John Ferguson[6]			14.05	Fire	Apr. 21, 1876				Disallowed	Jan. 9, 1889
Stafford, Tex	J. C. Fowler				do	Jan. 25, 1877				Dismissed*	Sept. 6, 1888
Stanberry, Mo	J. T. Dunn[1]	80.00			In transit	Dec. 31, 1888				do	May 14, 1889
Stanton, Pa	E. Reits				Burglary	Apr. 19, 1882				do*	Sept. 6, 1888
Stewart, Ky	G. N. Campbell				Fire	Jan. 21, 1882				do*	Do
Stewartsville, N. J	A. R. Case	12.00			Burglary	Jan. 25, 1876	12.00			Allowed	Jan. 9, 1889
Stillwell, Ind	James H. Taylor			36.10	do	Sept. 4, 1887			32.00	do	Oct. 22, 1888
Stirling's Mills, N. C	Sylvester Albin				Fire					Dismissed*	Sept. 6, 1888
Stone City, Iowa	James F. Kane[7]	6.00		18.21	Burglary	July 19, 1887	6.00		1.91	Allowed	Dec. 20, 1888
Stony Hollow, N. Y	R. H. Urell			20.00	Fire	May 22, 1888			6.48	do	Jan. 17, 1889
Strafford, Mo	W. D. Pickel	22.00			Burglary	Aug. 11, 1887	22.00			do	Mar. 2, 1889
Strafford, Pa	John K. Young			5.10	do	May 22, 1888			5.10	do	Nov. 13, 1888
Strausburgh, Mich	W. Strause			19.21	do	Aug. 19, 1875				Dismissed*	Sept. 6, 1888
Streator, Ill	M. J. Finlen[8]	87.52			do	Oct. 30, 1888				Disallowed	Jan. 4, 1889
Strong, Kans	J. L. Cochran[2]	13.53			do	Mar. 1, 1887				do	Jan. 17, 1889
Success, N. C	J. M. McEntire			13.17	do	Aug. 6, 1888			13.17	Allowed	Mar. 14, 1889
Sugar Loaf, Tex	W. W. McCorcle			15.00	Fire	Oct. 5, 1879				Dismissed*	Sept. 6, 1888
Suggsville, Ala	Ira D. Portis	39.97			Burglary	Mar. 7, 1888	39.97			Allowed	Jan. 4, 1889
Sullivan Centre, Ill	E. K. Brown			35.00	do	July 4, 1877				Dismissed*	Sept. 6, 1888
Sulphur Lick, Ky	Peter Kingery			18.50	do	Jan. 27, 1888			18.32	Allowed	Mar. 2, 1889
Sulphur Springs, Tex	W. A. Wortham[3]	97.87			do	Oct. 10, 1885				Disallowed	Dec. 4, 1888
Summerdale, N. Y	Frank Wood				Fire	June 8, 1875				Dismissed*	Sept. 6, 1888
Summit, Miss	R. P. Godbold[6]		20.00		In transit	Mar. 7, 1889				Withdrawn	June 12, 1889
Do	W. J. Persell				Fire					Dismissed*	Sept. 6, 1888
Summit, N. J	Bridget Lane	64.10		63.68	Burglary	Apr. 13, 1888	64.10		63.68	Allowed	Oct. 22, 1888
Summit, N. Y	J. Robinson				do	Aug. 14, 1875				Dismissed*	Sept. 6, 1888
Sumner, Mich	E. L. Drake[3]	21.42			do	Oct. 15, 1883				Disallowed	Jan. 9, 1889
Sumpter, Tenn	J. Thomas			10.40	Fire	Aug. 9, 1888			9.17	Allowed	Jan. 4, 1889
Sunnyside, Ga	J. T. Gray			42.44	do	May 9, 1884			43.84	do	Dec. 26, 1888
Swan, Iowa	Charles G. Brous	39.82		38.61	Burglary	Oct. 5, 1887		5.60	39.82	do	Oct. 22, 1888
Swanton, Vt	J. P. Jewett	73.01			do	July 15, 1884	73.01			do	Feb. 9, 1889
Swanville, Ind	W. Ralston			5.00	do	June 7, 1877				Dismissed*	Sept. 6, 1888
Swygert, Ill	C. K. Brittenham				Fire	Oct. 14, 1883				do*	Do.
Tamaroa, Ill	J. G. Thompson			6.00	Burglary	July 14, 1874				do*	Do.
Tariffville, Conn	Philo B. Coe	7.87			do	May 31, 1883	7.87			Allowed	Jan. 17, 1889
Taylorsville, Ga	George W. Peacock[9]	41.00			Fire	Oct. 22, 1881				Disallowed	Dec. 4, 1888
Tazewell C. H., Va	James McCalla		60.00		In transit	Feb. 17, 1885		60.00		Allowed	Mar. 9, 1888
Telephone, Tex	I. M. Kimmins			50.00	Fire	Feb. 6, 1888			50.00	do	Jan. 8, 1889
Tennille, Ga	M. G. Hatch	24.97			Burglary	Aug. 28, 1880	24.97			do	Dec. 26, 1888
Thayer, Mo	T. E. Taber			8.70	do	May 17, 1885			7.50	do	Mar. 9, 1889
Thomaston, Ga	J. D. Alexander[10]		3.00		In transit	Feb. 16, 1888				Disallowed	Nov. 13, 1888

* The cases reported as "dismissed September 6, 1888." were, in most instances, filed prior to March 17, 1882, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dismissed from further consideration.

[1] Money recovered.
[2] No satisfactory proof of loss.
[3] Loss resulted from negligence of claimant.
[4] No evidence that loss was reported at or about the time it occurred.
[5] Additional allowance to correct error in allowance of January 8, 1889.
[6] Not presented within the time required by statute.
[7] Remainder of stamps recovered.
[8] Money found by claimant in his own office.
[9] Claim was not made within the time prescribed by statute.
[10] Remittance was not made in compliance with instructions.

EXHIBIT A.—*Statement showing number, classification, and disposition of cases of arrests made by post-office inspectors and others during the fiscal year ending June 30, 1889.*

SUBJECT TO JURISDICTION OF UNITED STATES COURTS.

State where arrested.	Class of offenders.											Total.
	Postmasters.	Assistant postmasters.	Clerks in post-offices.	Railway post-office clerks.	Letter-carriers.	Mail-carriers.	Other employés.	Burglars.	Special delivery messengers.	Highwaymen.	All others for various offenses.	
Alabama	2	2	.....	1	.....	1	.....	3	.....	.....	9	18
Arizona	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
Arkansas	2	.....	.....	.....	.....	.....	.....	3	.....	.....	6	11
California	1	1	.....	.....	1	.....	.....	.....	2	1	10	14
Colorado	3	.....	1	1	.....	.....	.....	.....	.....	.....	6	13
Connecticut	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	6	7
Dakota	1	.....	.....	.....	.....	.....	.....	1	.....	.....	1	3
Delaware	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
District of Columbia	.....	.....	2	.....	.....	.....	1	.....	.....	.....	1	4
Florida	.....	.....	.....	1	.....	.....	.....	1	.....	.....	1	3
Georgia	2	1	1	.....	2	1	.....	8	.....	.....	6	19
Idaho	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Illinois	9	1	2	1	5	1	.....	16	.....	.....	59	94
Indiana	3	.....	.....	.....	.....	1	.....	1	.....	.....	8	13
Indian Territory	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Iowa	2	1	1	1	.....	.....	.....	2	.....	.....	13	20
Kansas	2	1	.....	.....	.....	.....	.....	6	.....	.....	4	13
Kentucky	2	.....	.....	.....	.....	2	.....	3	.....	.....	7	19
Louisiana	.....	1	.....	1	.....	.....	.....	.....	.....	.....	10	13
Maine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Maryland	.....	1	.....	.....	1	.....	.....	.....	.....	.....	5	7
Massachusetts	.....	.....	4	.....	3	.....	.....	2	.....	.....	21	30
Michigan	2	1	1	.....	.....	.....	1	4	.....	.....	17	26
Minnesota	1	1	1	1	.....	.....	.....	.....	.....	.....	7	11
Mississippi	2	2	.....	1	.....	3	.....	6	.....	.....	1	15
Missouri	2	1	.....	2	1	1	1	3	.....	.....	36	47
Montana	.....	.....	2	.....	.....	.....	.....	.....	.....	2	.....	4
Nebraska	2	1	.....	.....	1	1	.....	1	.....	.....	10	16
Nevada	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Hampshire	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	3	4
New Jersey	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	8	9
New Mexico	2	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
New York	4	1	6	1	11	.....	.....	7	.....	.....	45	75
North Carolina	.....	.....	2	.....	.....	2	.....	4	.....	.....	6	14
Ohio	1	.....	3	1	1	.....	1	2	.....	.....	15	24
Oregon	2	.....	1	.....	.....	.....	.....	.....	.....	.....	4	7
Pennsylvania	7	1	2	.....	.....	.....	1	16	.....	.....	41	68
Rhode Island	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	1	3
South Carolina	3	.....	.....	.....	.....	1	.....	2	.....	.....	2	8
Tennessee	1	2	.....	.....	.....	1	.....	4	.....	.....	5	13
Texas	.....	.....	2	1	.....	1	.....	11	.....	.....	8	23
Utah	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Vermont	3	1	.....	.....	.....	.....	.....	.....	.....	.....	2	6
Virginia	3	3	.....	.....	.....	.....	1	2	.....	.....	2	11
Washington	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West Virginia	.....	.....	.....	.....	.....	1	.....	9	.....	.....	7	17
Wisconsin	.....	.....	.....	.....	1	.....	.....	1	.....	.....	4	6
Wyoming	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	2
Total	66	25	30	15	27	19	6	127	2	4	401	722

Vassar, Mich	William Lake	153.25			Burglary	Jan. 29, 1881	152.25			Allowed	Jan. 9, 1889
Venice, Ill	H. Robinson				do	Mar. 12, 1880				Dismissed*	Sept. 6, 1888
Verona, Ky	J. L. Benedict				Fire	Jan. 24, 1873				do*	Do.
Versailles, Mo	J. B. Spurlock[9]	25.00			do	Oct. 23, 1886				Disallowed	Jan. 17, 1889
Vicksburgh, Mich	J. H. McMaster	8.15			Burglary	Dec. 3, 1887	8.15			Allowed	Mar. 2, 1889
Victory, Mich	D. W. Billings				Fire	Aug. 27, 1876				Dismissed*	Sept. 6, 1888
Vienna, Ga	C. T. Stovall			115.00	do	May 1, 1882				do*	Do.
Vinton Station, Ohio	E. Elliott				do	Dec. 27, 1882				do*	Do.
Viola, Del	James A. Farlow	3.00			Burglary	June 24, 1888	3.00			Allowed	Feb. 5, 1889
Viroqua, Kans	H. H. Purdy	.23		1.55	do	Apr. 5, 1888	.23		1.55	do	Feb. 5, 1889
Visalia, Ky	F. P. Caldwell				Fire	June 15, 1882				Dismissed*	Sept. 6, 1888
Vultaire, Aris	I. H. Levy			98.14	do	June 28, 1886			98.14	Allowed	Mar. 9, 1889
Waddam's Grove, Ill	James H. Osburn			80.00	do	Apr. 15, 1888			18.60	do	Mar. 2, 1889
Wadham's Mills, N. Y	D. F. Payne			60.00	Burglary	Mar. 31, 1878				Dismissed*	Sept. 6, 1888
Waldo, Fla	Edwin Forrest	722.49			do	Dec. 28, 1881	199.44			Allowed	Jan. 4, 1889
Walker, Mich	H. Austin	2.00		6.86	do	June 1, 1888	2.00		6.86	do	Dec. 12, 1888
Walker, Mo	J. H. Clapper	45.00			do	June 20, 1888	45.00			do	Jan. 31, 1889
Wall Lake, Iowa	H. B. Allen	25.90			do	June 21, 1883	25.90			do	Dec. 28, 1888
Walnut Prairie, Ill	Robert Williams				do	June 20, 1862				Dismissed*	Sept. 6, 1888
Wamsley's, Ohio	J. W. McCormick			4.71	do	May 7, 1868			4.71	Allowed	Jan. 31, 1889
Warrantsville, Colo	J. L. Kenedy			17.00	Fire	June 29, 1887				Dismissed*	Sept. 6, 1888
Warrensburgh, Ill	F. B. Ritchie	114.95			Burglary	Mar. 18, 1886	97.13			Allowed	Feb. 5, 1889
Warrensburgh, N. Y	M. N. Dickinson[9]	3.70			do	Aug. 25, 1874				Disallowed	Feb. 5, 1889
Warrensville, Pa	M. A. Champion				do	June 1, 1875				Dismissed*	Sept. 6, 1888
Washburn, Minn	Fred Miller[1]	16.59			do	May 14, 1886				Disallowed	Feb. 5, 1889
Washington, D. C	D. B. Ainger	183.00			do	May 7, 1882	183.00			Allowed	Dec. 4, 1888
Waterburgh, N. Y	A. S. Alden				Fire					Dismissed†*	Sept. 6, 1888
Watertown, Ill	Daniel McNeal	21.00			Burglary	Feb. 9, 1879	10.00			Allowed	Feb. 5, 1889
Wauzeka, Wis	Charles Brander	33.94			do	Apr. 26, 1883	15.00			do	Jan. 28, 1889
Waverly, Ohio	M. Hutt	5.26			do	Oct. 15, 1885	5.26			do	Oct. 27, 1888
Wawaka, Ind	M. Mackall	2.00			do	Nov. 18, 1887	1.50			do	Dec. 28, 1888
Wayland, Mich	John Chapple[1]	136.31			do	Mar. 2, 1881	136.31			do	Feb. 9, 1889
Webster, N. C	Mrs. Lulu Terrell[10]		16.00		In transit	Mar. 29, 1888				Dismissed	July 25, 1888
Do	do[10]		75.00		do	Mar. 28, 1888				do	July 25, 1888
Do	do[10]		5.00		do	Mar. 27, 1888				do	July 25, 1888
Webster Groves, Mo	D. Alexander	50.00			Burglary	Aug. 20, 1886	50.00			Allowed	Mar. 14, 1889
Do	do	23.00			do	Oct. 7, 1885	17.44			do	Jan. 8, 1889
Wedron, Ill	R. Wright			12.10	do	Aug. 23, 1881				Dismissed*	Sept. 6, 1888
Weedsport, N. Y	E. W. Turner[4]			100.00	do	Mar. 1, 1887				Disallowed	Jan 4, 1889
Wells, Nev	R. P. Hamill			234.91	Fire	Mar. 24, 1877				Dismissed*	Sept. 6, 1888
Wells, N. Y	W. W. Burnham			17.30	Burglary	Sept. 19, 1876				do*	Sept. 6, 1888
Wells Tannery, Pa	J. Wishart			8.61	Fire	Oct. —, 1869				do*	Sept. 6, 1888
Wellsville, Nebr	W. J. Maneely			52.64	do	Apr. 19, 1888			52.64	Allowed	Oct. 22, 1888
West Auburn, Me	John M. Perry	59.20			Burglary	Oct. 5, 1872	24.20			do	Jan. 4, 1889

* The cases reported as "dismissed September 6, 1888," were, in most instances, filed prior to March 17, 1882, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dismissed from further consideration.

[1] Loss not proved, and not reported at the time it occurred.
[2] Credit for stamps ($9.71) canceled Feb. 23, 1889, having beenpreviously allowed.
[3] Remittance not made in compliance with instructions.
[4] Loss not reported at or about the time it occurred.
[5] Claimant originally reported the loss of but $4.
[6] Money refunded to claimant by sureties of letter-carrier by whom it was stolen.
[7] Money refunded to claimant by mail contractor..
[8] No satisfactory proof of loss.
[9] No proof that loss was reported at or about the time it occurred.
[10] Money recovered.

EXHIBIT A.—*List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.*—Continued.

Post-offices.	Postmasters.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
West Bend, Iowa	R. M. J. McFarland			$94.84	Burglary	Oct. 16, 1887			$94.84	Allowed	Oct. 22, 1888
West Cheshire, Conn	E. P. Dunham	$79.60			do	Aug. 26, 1887	$73.35			do	Oct. 27, 1888
West Chester, Pa	John A. Pyle			30.22	do	Aug. 12, 1888			30.22	do	Mar. 14, 1889
West Dedham, Mass	C. H. Ellis	2.62			Fire	Apr. 17, 1887	2.62			do	Dec. 4, 1888
Western Park, Kans	Charles Huber			19.99	do	July 12, 1888			19.99	do	Mar. 14, 1889
Westfield, Ill	W. A. Snider	160.00	$134.09	12.00	Burglary	Sept. 9, 1882	154.90	$74.09	95.38	do	Jan. 11, 1889
West Hingham, Mass	Bela F. Lincoln	20.00			do	May 29, 1884	15.00			do	Jan. 4, 1889
Westland, Ohio	I. H. Winner			30.00	do	Sept. 24, 1887			26.08	do	Oct. 22, 1888
West Lebanon, N. Y	S. J. Husted				Fire	Mar. 27, 1872				Dismissed*	Sept. 6, 1888
West Lodi, Ohio	W. H. Shetterly			50.00	do	Feb. 24, 1879				do*	Sept. 6, 1888
West Medway, Mass	H. Bradshaw				do					do*	Sept. 6, 1888
West Middlesex, Pa	A. E. Randall	34.35			Burglary	Oct. 26, 1887	34.35			Allowed	Dec. 26, 1888
West Middleton, Ind	T. E. Wilson			40.40	do	Apr. 7, 1878				Dismissed*	Sept. 6, 1888
West Mill Creek, Pa	N. Sandy[1]	14.30			Fire	Sept. 3, 1874				Disallowed	Feb. 5, 1889
Westminster, Md	A. A. Huber	36.00			Burglary	Jan. 10, 1885	36.00			Allowed	Dec. 12, 1888
West Newbury, Vt	J. B. Darling			9.00	Fire	Feb. 23, 1888			9.00	do	Dec. 4, 1888
West Rutland, Vt	J. L. Gilmore			9.90	Burglary	Jan. 17, 1883				Dismissed*	Sept. 6, 1888
Wheat, Tenn	J. L. McKinney[2]			8.00	do	July 15, 1887				Disallowed	Jan. 17, 1889
Wheeler, Nebr	George N. Bishop	42.34			Fire	Sept. 18, 1885	32.59			Allowed	Mar. 1, 1889
Wheeling, Iowa	C. V. Polson				do	Oct. 3, 1881				Dismissed*	Sept. 6, 1888
White Ash, Iowa	M. Clark	7.42		.95	Burglary	Dec. 9, 1883	7.42		.95	Allowed	Oct. 22, 1888
Whitesburgh, Ga	J. T. Davenport	5.00			do	Apr. 13, 1887	5.00			do	Oct. 22, 1888
Whitesburgh, Tenn	G. Smith				do	Apr. 2, 1872				Dismissed*	Sept. 6, 1888
Do	do[3]		2.00		In transit	Nov. 22, 1888				do	Feb. 14, 1889
White Springs, Fla	O. K. Paxton	131.54			Burglary	June 14, 1885	90.20			Allowed	Jan. 11, 1889
White Sulphur Springs, W. Va	J. M. Fits		10.00		In transit	Sept. 17, 1881				Dismissed	Sept. 6, 1888
Whitesville, Ky	T. C. Floyd	12.00			Burglary	July 11, 1883	9.00			Allowed	Jan. 9, 1889
Whittlesey, Ohio	W. B. Chapman				Fire					Dismissed*	Sept. 6, 1888
Wiggonsville, Ohio	J. M. Milner	17.00			Burglary	Dec. 19, 1883	17.00			Allowed	Jan. 17, 1889
Wilcox, Nebr	V. A. Manteller	1.74			do	Aug. 10, 1888	1.74			do	Mar. 14, 1889
Williams, Ind	H. Cox				Fire	Apr. 1, 1887			39.11	do	Oct. 22, 1888
Williamsburgh, Ark	J. P. Williams			10.00	do	July 16, 1881				Dismissed*	Sept. 6, 1888
Williamsburgh, Ky	M. V. B. Sutton	110.38			Burglary	Feb. 13, 1884	105.88			Allowed	Feb. 14, 1889
Williamsburgh, W. Va	A. G. Handley	28.22			do	Apr. 10, 1883	28.22			do	Jan. 8, 1889
Williford, Ark	T. B. Hall	20.00			Fire	May 26, 1887	21.00			do	Dec. 28, 1888
Willimantic, Conn	James Walden			8.00	Burglary	Mar. 12, 1882				Dismissed*	Sept. 6, 1888
Willoughby, Ohio	John S. Ellen	155.39			do	June 26, 1887	155.39			Allowed	Oct. 27, 1888
Willow Brook, Mo	James Mathers[4]			2.60						Disallowed	Dec. 26, 1888
Willow Hole, Tex	E. J. Smith			22.50	Fire	Aug. 19, 1887			9.31	Allowed	Mar. 2, 1889
Wills Point, Tex	W. F. Weber	115.65	107.44	361.48	Burglary	Mar. 10, 1888	115.65	107.44	361.48	do	Dec. 28, 1888

Wilsonville, Iowa	F. M. Harlan[4]			9.06	...do	May 10, 1887				Dismissed	Jan.	9, 1889
Wilton, Conn	A. Seymour				....do					... do *	Sept.	6, 1888
Wilton, N. H	W. J. Bradbury				Fire	Nov. 17, 1874				....do *	Sept.	6, 1888
Do	A. E. Jaques	180.00			Burglary	Sept. 12, 1878	180.00			Allowed	Mar.	2, 1889
Winchenden, Mass	E. S. Merrill	65.31			...do	Sept. 25, 1884	9.65			....do	Jan.	9, 1889
Winchester, Ind	F. M. Way	53.00			...do	Mar. 5, 1876	53.00			....do	Feb.	14, 1889
Windsor, N. C	C. P. Mallett			12.00	Fire	July —, 1878				Dismissed *	Sept.	6, 1888
Winkle, Ohio	A. S. Calley	1.38		20.70	Burglary	July 14, 1888	1.38		20.70	Allowed	Jan.	9, 1889
Winnebago City, Minn	J. F. Winship				Fire	Feb. 27, 1882				Dismissed *	Sept.	6, 1888
Do	....do				Burglary	Aug. 20, 1884	30.00			Allowed	Feb.	9, 1889
Winona, Miss	D. L. Young			125.62	Fire	Apr. 21, 1888			125.62	....do	Nov.	13, 1888
Winter Park, Fla	John R. Ergood	46.25			Burglary	Feb. 11, 1887	46.25			....do	Mar.	14, 1889
Winthrop, Mo	J. G. Marron				....do					Dismissed *	Sept.	6, 1888
Wolcottville, Ind	A. A. Snider	13.80			....do	Apr. 11, 1882	13.80			Allowed	June	17, 1889
Woodburn, N. C	T. A. Winstead			7.91	Fire	Jan. 23, 1888			7.91	....do	Nov.	13, 1888
Woodbury, N. J	E. F. Dell	110.82	17.72	363.32	Burglary	Oct. 24, 1888	110.82	17.72	363.32	....do	Feb.	14, 1889
Woodcliffe, Ga	W. M. Packer			28.00	Fire	Dec. 5, 1886			28.00	....do	Nov.	13, 1888
Woodington, Ohio	W. B. Mendenhall			40.00	Burglary	Jan. 21, 1874				Dismissed*	Sept.	6, 1888
Woodland, Mich	D. B. Kilpatrick	93.98			....do	Sept. 23, 1883	93.98			Allowed	Jan.	17, 1889
Woodland, Ohio	E. E. Hazen	32.65			....do	Sept. 22, 1888	32.65			....do	Jan.	4, 1889
Woodstock, Conn	G. C. Robbins			36.00	Fire	Dec. 28, 1874				Dismissed*	Sept.	6, 1888
Wortham, Tex	W. I. Singleton[3]		97.00		In transit	Oct. 11, 1888				....do	Dec.	4, 1888
Wrentham, Mass	A. S. Farrington			1.80	Burglary	July 2, 1888			1.80	Allowed	Jan.	31, 1889
Wright's, Pa	A. L. Wright			13.00	....do	Apr. 8, 1876				Dismissed*	Sept.	6, 1888
Wye Mills, Md	C. W. Kelly	7.88			....do	Mar. 15, 1880	7.88			Allowed	Feb.	9, 1889
Yarmouth, Me	Lucy V. Groves	6.00			....do	Feb. 9, 1884	2.00			....do	Jan.	9, 1889
Yingst, Mo	J. W. Yingst			10.00	....do	Aug. 2, 1886			10.00	....do	Oct.	22, 1888
You Bet, Cal	B. F. Snell				Fire	Sept. 3, 1874				Dismissed*	Sept.	6, 1888
Young's Cross-Roads, N. C	L. A. Royester				....do	Oct. 3, 1861				....do*	Sept.	6, 1888
Youngsville, Ohio	U. A. Silcott			38.27	Burglary	Apr. 11, 1888			44.27	Allowed	Oct.	3, 1888
Ypsilanti, Mich	C. Spencer	100.00			....do	Oct. 3, 1880	100.00			....do	Jan.	17, 1889

* The cases reported as "dismissed September 6, 1888," were, in most instances, filed prior to March 17, 1882, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dismissed from further consideration.

[1] No satisfactory proof of loss.
[2] Loss resulted from negligence of claimant.
[3] Money recovered.
[4] Date and cause of loss not shown.
[5] Stamps recovered from burglars.

EXHIBIT A.—*List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.*—Continued.

SUMMARY OF ALLOWANCES.

Character of losses.	Causes of loss.				
	Fire.	Burglary.	In transit.	Miscellaneous.*	Total.
Postal funds	$1,340.44	$22,513.01	$499.38	$32.15	$25,390.98
Stamps, etc	5,435.37	10,436.36	.....	40.97	15,912.70
Money-order funds	346.25	1,255.62	1,514.00	1,098.00	4,313.87
Total	7,128.06	35,304.99	2,013.38	1,171.12	45,617.55

*Under this head are included two losses resulting from larceny under circumstances which the Postmaster-General regarded as equivalent to "unavoidable casualties."

LEASES.

EXHIBIT B.—*Statement of post-offices and postal stations where premises have been leased by the Government, showing number leased, salary of postmaster, term of lease, rental per annum, etc., June 30, 1889.*

POST-OFFICES.

No.	Offices.	Class.	Postmaster's salary.	Term of lease.		No. of years.	Rent per annum.	Heat, fuel, or light included in lease.
				From—	To—			
1	Birmingham, Ala	1	$3,100	Oct. 22, 1887	Oct. 22, 1892	5	$1,800.00	
2	Hot Springs, Ark	2	2,400	Jan. 1, 1887	Jan. 1, 1892	5	1,020.00	
3	Fresno City, Cal	2	2,400	Oct. 8, 1888	Oct. 8, 1893	5	1.00	Heat and light
4	Marysville, Cal	2	2,000	July 1, 1887	July 1, 1892	5	300.00	
5	Oakland, Cal	1	3,200	Dec. 1, 1886	Dec. 1, 1891	5	1,200.00	
6	Red Bluff, Cal	2	2,100	July 1, 1887	July 1, 1892	5	360.00	
7	Riverside, Cal	2	2,200	Apr. 1, 1889	Apr. 1, 1894	5	1.00	
8	San Bernardino, Cal.	2	2,300	June 30, 1888	June 30, 1893	5	1.00	Heat.
9	San Diego, Cal	1	3,000	....do	....do	5	1,200.00	Heat and light
10	Santa Ana, Cal	2	2,000	Jan. 1, 1889	Jan. 1, 1894	5	300.00	
11	Stockton, Cal	2	2,500	Aug. 1, 1882	Aug. 1, 1889	7	1.00	
12	Colorado Springs, Colo.	2	2,000	Feb. 1, 1886	Feb. 1, 1891	5	1.00	Do.
13	Denver, Colo	1	3,500	July 1, 1885	July 1, 1889	4	1.00	
14	Denver, Colo*	1		July 1, 1886	....do	3	600.00	
15	Greeley, Colo	2	2,000	Apr. 1, 1889	Apr. 1, 1894	5	600.00	Do.
16	Pueblo, Colo	2	2,600	May 1, 1887	May 1, 1892	5	1.00	
17	Ansonia, Conn	2	2,400	Oct. 1, 1885	Oct. 1, 1889	4	800.00	Heat.
18	Ansonia,* Conn	2		Sept. 1, 1887	....do	2½	100.00	Do.
19	Birmingham, Conn	2	2,300	July 1, 1886	July 1, 1891	5	1,000.00	
20	Bridgeport, Conn	1	3,100	Mar. 31, 1888	Mar. 31, 1893	5	3,087.50	Do.
21	Danbury, Conn	2	2,500	Jan. 1, 1889	Jan. 1, 1894	5	700.00	Heat and light.
22	New Britain, Conn	2	2,600	June 30, 1888	June 30, 1893	5	1,045.00	Heat.
23	New London, Conn	2	2,600	Oct. 1, 1888	Oct. 1, 1893	5	2,500.00	Heat and light.
24	Stamford, Conn	2	2,500	Jan. 1, 1888	Jan. 1, 1893	5	1,100.00	Heat.
25	Wallingford, Conn	2	2,200	Dec. 12, 1887	Dec. 12, 1892	5	650.00	Heat and light.
26	Waterbury, Conn	2	2,800	Apr. 1, 1886	Apr. 1, 1890	4	1,850.00	Heat.
27	Aberdeen, Dak	2	2,300	Dec. 6, 1887	Dec. 6, 1892	5	600.00	
28	Fargo, Dak	2	2,600	Jan. 1, 1886	Jan. 1, 1890	4	900.00	
29	Sioux Falls, Dak	2	2,500	Feb. 1, 1888	Feb. 1, 1893	5	1,200.00	Heat and light.
30	Orlando, Fla	2	2,100	Apr. 18, 1888	Apr. 18, 1893	5	480.00	
31	Augusta, Ga	2	2,900	Feb. 1, 1886	Feb. 1, 1890	4	1,000.00	
32	Columbus, Ga	2	2,500	Jan. 1, 1889	Jan. 1, 1894	5	1,200.00	
33	Rome, Ga	2	2,300	June 30, 1888	June 30, 1893	5	600.00	
34	Savannah, Ga	1	3,200	Dec. 1, 1885	Dec. 1, 1890	5	1,850.00	
35	Belleville, Ill	2	2,100	Oct. 1, 1888	Oct. 1, 1893	5	450.00	Heat and light.
36	Bloomington, Ill	2	2,000	Oct 1, 1886	Oct. 1, 1891	5	1,250.00	
37	Champaign, Ill	2	2,300	May 15, 1886	May 15, 1890	4	800.00	
38	Danville, Ill	2	2,400	Jan. 1, 1889	Jan. 1, 1894	5	600.00	Heat.

*Additional room.

LEASES—Continued.

EXHIBIT B.—*Statement of post-offices and postal stations where premises have been leased by the Government, etc.*—Continued.

POST-OFFICES—Continued.

No.	Offices.	Class.	Post-master's salary.	Term of lease. From—	Term of lease. To—	No. of years.	Rent per annum.	Heat, fuel, or light included in lease.
39	Decatur, Ill.....	2	$2,700	June 30, 1888	June 30, 1893	5	$900.00	
40	Dixon, Ill	2	2,100	Sept. 15, 1887	Sept. 15, 1892	5	175.00	
41	Elgin, Ill	2	2,800	Feb. 23, 1888	Feb. 23, 1893	5	1,500.00	
42	Englewood, Ill	2	2,400	Oct. 1, 1887	Oct. 1, 1892	5	500.00	Heat and light.
43	Freeport, Ill	2	2,600	Nov. 1, 1887	Nov. 1, 1892	5	600.00	
44	Galesburg, Ill	2	2,700	Nov. 1, 1885	Oct. 31, 1889	4	900.00	
45	Jacksonville, Ill...	2	2,500	Feb. 1, 1889	Feb. 1, 1894	5	600.00	
46	Joliet, Ill	2	2,600	Sept. 15, 1887	Sept. 15, 1892	5	850.00	Heat and light.
47	Kankakee, Ill	2	2,200	July 1, 1886	July 1, 1891	5	180.00	
48	Lincoln, Ill	2	2,100	July 2, 1888	July 2, 1893	5	600.00	
49	Mattoon, Ill	2	2,000	Mar. 1, 1889	Mar. 1, 1894	5	600.00	
50	Moline, Ill.....	2	2,500	Dec. 14, 1885	Dec. 14, 1890	5	925.00	Do.
51	Monmouth, Ill....	2	2,200	Jan. 1, 1883	Jan. 1, 1891	8	400.00	
52	Ottawa, Ill	2	2,400	Jan. 15, 1887	Jan. 15, 1892	5	1.00	
53	Pekin, Ill.....	2	2,400	Oct. 1, 1887	Oct. 1, 1892	5	200.00	
54	Rockford, Ill	1	3,600	Jan. 1, 1886	Jan. 1, 1890	4	1,200.00	
55	Rock Island, Ill ..	2	2,500	Mar. 15, 1888	Mar. 15, 1893	5	1,000.00	
56	South Chicago, Ill.	2	2,200	Jan. 1, 1887	Jan. 1, 1892	5	1.00	
57	Sterling, Ill.....	2	2,400	Nov. 1, 1887	Nov. 1, 1892	5	600.00	
58	Streator, Ill.....	2	2,300	Jan. 1, 1888	Jan. 1, 1893	5	900.00	
59	Elkhart, Ind.....	2	2,500	July 1, 1886	July 1, 1891	5	1.00	
60	Goshen, Ind.....	2	2,300	Jan. 1, 1886	Jan. 1, 1890	4	12.00	
61	La Fayette, Ind ..	2	2,700	July 1, 1886	July 1, 1891	5	1,100.00	
62	La Porte, Ind.....	2	2,200	Jan. 1, 1887	Jan. 1, 1892	5	700.00	
63	Logansport, Ind..	2	2,400	Dec. 5, 1887	Dec. 5, 1892	5	1,200.00	Do.
64	Madison, Ind.....	2	2,100	Jan. 1, 1888	Jan. 1, 1893	5	400.00	
65	Muncie, Ind	2	2,300	Feb. 15, 1888	Feb. 15, 1893	5	300.00	Do.
66	Peru, Ind.....	2	2,000	Jan. 1, 1889	Jan. 1, 1894	5	500.00	
67	Richmond, Ind ...	2	2,700	Jan. 1, 1889	....do	5	1,400.00	Fuel and light.
68	South Bend, Ind..	2	2,800	Jan. 1, 1885	Jan. 1, 1891	6	*1,200.00	
69	Valparaiso, Ind...	2	2,200	Jan. 1, 1889	Jan. 1, 1894	5	400.00	
70	Vincennes, Ind...	2	2,200	Feb. 1, 1888	Feb. 1, 1893	5	1.00	Heat.
71	Atlantic, Iowa....	2	2,000	Dec. 20, 1886	Dec. 20, 1891	5	200.00	
72	Burlington, Iowa.	1	3,000	Jan. 12, 1884	Jan. 12, 1894	10	2,500.00	
73	Cedar Rapids, Iowa.	1	3,000	Jan. 1, 1885	Jan. 1, 1895	10	1,200.00	
74	Clinton, Iowa.....	2	2,500	Sept. 1, 1883	Sept. 1, 1889	6	1,000.00	
75	Creston, Iowa	2	2,100	Feb. 1, 1889	Feb. 1, 1894	5	640.00	Do.
76	Fort Dodge, Iowa.	2	2,000	Aug. 1, 1886	Aug. 1, 1891	5	225.00	
77	Iowa City, Iowa..	2	2,400	Jan. 1, 1885	Jan. 1, 1895	10	1,200.00	
78	Keokuk, Iowa	2	2,700	Oct. 1, 1886	Oct. 1, 1891	5	1,000.00	
79	Le Mars, Iowa....	2	2,100	Aug. 15, 1886	Aug. 15, 1891	5	125.00	
80	Marshalltown, Iowa.	2	2,500	Jan. 1, 1889	Jan. 1, 1894	5	800.00	
81	Muscatine, Iowa..	2	2,400	July 1, 1887	July 1, 1892	5	1,000.00	
82	Oskaloosa, Iowa ..	2	2,300	Jan. 1, 1889	Jan. 1, 1894	5	400.00	
83	Ottumwa, Iowa...	2	2,600	May 1, 1886	May 1, 1891	5	500.00	
84	Vinton, Iowa	3	1,700	Jan. 1, 1886	Jan. 1, 1891	5	1.00	
85	Waterloo, Iowa...	2	2,400	Oct. 1, 1885	Oct. 1, 1889	4	250.00	
86	Abilene, Kans	2	2,300	Sept. 1, 1887	Sept. 1, 1892	5	1.00	
87	Arkansas City, Kans.	2	2,200	Mar. 1, 1889	Mar. 1, 1894	5	500.00	
88	Atchison, Kans...	2	2,800	Sept. 15, 1878	Sept. 15, 1893	5	1,350.00	
89	Dodge City, Kans.	3	2,000	Jan. 1, 1884	Jan. 1, 1893	5	460.00	
90	Garden City, Kans.	2	2,300	Mar. 31, 1888	Mar. 31, 1893	5	1.00	Heat and light.
91	Larned, Kans.....	2	2,600	Nov. 4, 1888	Nov. 4, 1893	5	200.00	
92	Lawrence, Kans ..	2	2,700	Mar. 15, 1887	Mar. 15, 1892	5	1,200.00	Do.
93	Leavenworth, Kans.	2	2,700	Aug. 1, 1886	Aug. 1, 1890	4	600.00	
94	McPherson, Kans.	2	2,100	Sept. 24, 1888	Sept. 24, 1893	5	300.00	Light.
95	Wellington, Kans.	3	2,200	July 1, 1886	July 1, 1890	4	180.00	
96	Wichita, Kans....	1	3,100	Oct. 1, 1886	Oct. 1, 1891	5	1.00	Heat and light.
97	Winfield, Kans ...	2	2,400	Mar. 1, 1888	Mar. 1, 1893	5	900.00	Do.
98	Bowling Green Ky.	2	2,000	Sept. 12, 1887	Sept. 12, 1892	5	500.00	Do.
99	Newport, Ky.....	2	2,500	Dec. 15, 1885	Dec. 15, 1889	4	1,000.00	
100	Auburn, Me.....	2	2,400	Apr. 1, 1887	Apr. 1, 1892	5	700.00	
101	Augusta, Me	1	3,000	July 1, 1886	July 1, 1891	5	1,300.00	
102	Lewiston, Me.....	2	2,500	....do	....do	5	1,250.00	Heat.
103	Waterville, Me...	2	2,100	June 15, 1887	June 15, 1892	5	600.00	Heat and light.
104	Baltimore, Md*...	1	5,000	Jan. 1, 1886	Jan. 1, 1891	5	†3,000.00	
105	Cumberland, Md..	2	2,300	Apr. 1, 1887	Apr. 1, 1892	5	600.00	

*Additional room. †Rent at $2,000 per annum from April 1, 1887.

LEASES—Continued.

EXHIBIT B.—*Statement of post-offices and postal stations where premises have been leased by the Government, etc.*—Continued.

POSTAL STATIONS—Continued.

No.	Offices.	Class.	Postmaster's salary.	Term of lease. From—	Term of lease. To—	No. of years.	Rent per annum.	Heat, fuel, or light included in lease.
32	Kansas City, Mo..	1	$3,800					
	West Kansas City.			June 1, 1886	June 1, 1891	5	$312.00	Heat.
	Los Angeles, Cal..	1	3,300					
33	Station B			June 1, 1888	June 1, 1893	5	600.00	Heat and light.
34	East Los Angeles.			June 1, 1888	June 1, 1893	5	500.00	Do.
	Milwaukee, Wis..	1	3,700					
35	South Side			Apr. 1, 1889	Apr. 1, 1894	5	600.00	
	New York, N. Y..	1	8,000					
36	Station A			Feb. 1, 1886	Feb. 1, 1890	4	6,200.00	Heat.*
37	Station B			May 1, 1888	May 1, 1893	5	3,000.00	
38	Station C			....do	....do	5	2,500.00	
39	Station E			May 1, 1886	May 1, 1890	4	3,000.00	Do.*
40	Station F			Jan. 1, 1889	Jan. 1, 1894	5	2,700.00	
41	Station G			May 1, 1887	May 1, 1892	5	2,900.00	Do.
42	Station H			May 1, 1888	May 1, 1893	5	3,200.00	
43	Station I			Jan. 1, 1887	Jan. 1, 1892	5	2,000.00	
44	Station K			Oct. 1, 1886	May 1, 1890	3 7/12	1,500.00	Do.
45	Station L			Aug. 1, 1885	Aug. 1, 1889	4	2,100.00	
46	Station P			May 1, 1885	May 1, 1890	5	4,500.00	
47	Station R			Oct. 1, 1888	Oct. 1, 1893	5	750.00	
48	Station T			Jan. 1, 1887	Jan. 1, 1892	5	450.00	
49	High Bridge			Feb. 1, 1889	Feb. 1, 1894	5	500.00	
	Philadelphia, Pa..	1	6,000					
50	Station F			July 1, 1886	July 1, 1891	5	420.00	
	Pittsburgh, Pa	1	3,900					
51	Station B			June 1, 1886	June 1, 1891	5	250.00	Heat and light.
52	East Liberty			Oct. 1, 1887	Oct. 1, 1892	5	400.00	Do.
53	South Side			Sept. 1, 1888	Sept. 1, 1892	4	400.00	Do.
	St. Louis, Mo	1	6,000					
54	Station B			Jan. 1, 1887	Jan. 1, 1892	5	180.00	
55	Station E			June 1, 1888	June 1, 1893	5	420.00	Do.
56	North St. Louis			July 1, 1886	July 1, 1890	4	420.00	
	San Francisco, Cal	1	5,000					
57	Station A			Aug. 1, 1885	Aug. 1, 1889	4	900.00	
58	Station B			Jan. 1, 1886	Jan. 1, 1890	4	1,020.00	
59	Station C			....do	....do	4	420.00	
	Springfield, Mo...	2	2,600					
60	Station A			Jan. 1, 1888	Jan. 1, 1893	5	1.00	Do.
	Total rental at 60 stations						69,482.00	

* See contract.

RECAPITULATION.

	No.	Amount.
Total of post-offices	326	$279,053.50
Total of postal stations	60	69,482.00
Grand total, offices and stations	386	348,535.50

LEASES—Continued.

EXHIBIT B.—*Statement of post-offices and postal stations where premises have been leased by the Government, etc.*—Continued.

POST-OFFICES—Continued.

No.	Offices.	Class.	Postmaster's salary.	Term of lease.		No. of years.	Rent per annum.	Heat, fuel, or light included in lease.
				From—	To—			
173	Nashua, N. H.....	2	$2,600	Jan. 1, 1886	Jan. 1, 1890	4	$1,000.00	Heat.
174	Asbury Park, N. J	2	2,300	Jan. 10, 1887	Jan. 10, 1892	5	600.00	Heat and light.
175	Atlantic City, N. J	2	2,600	Mar. 30, 1888	Mar. 30, 1893	5	1,100.00	Do
176	Camden, N. J.....	2	2,900	July 1, 1885	July 1, 1889	4	1,200.00	
177	East Orange, N. J.	2	2,600	June 30, 1888	June 30, 1893	5	900.00	Heat.
178	Elizabeth, N. J ...	2	2,700	Apr. 1, 1888	Apr. 1, 1893	5	800.00	
179	Hoboken, N J ...	2	2,600	May 1, 1886	May 1, 1891	5	800.00	
180	Morristown, N. J .	2	2,500	Apr. 1, 1887	Apr. 1, 1892	5	600.00	
181	New Brunswick, N. J.	2	2,600	June 30, 1888	June 30, 1893	5	900.00	Heat and light.
182	Orange, N. J	2	2,600	Mar. 31, 1888	Mar. 31, 1893	5	1,600.00	Heat.
183	Paterson, N. J	1	3,000	May 1, 1886	May 1, 1891	5	1,500.00	Do.
184	Plainfield, N. J ...	2	2,600	....do	....do	5	1,050.00	
185	Amsterdam, N. Y.	2	2,500	Mar. 1, 1888	Mar. 1, 1893	5	1,000.00	
186	Auburn, N. Y.....	2	2,900	Mar. 31, 1888	Mar. 31, 1893	5	1,500.00	
187	Batavia, N. Y	2	2,400	Jan. 1, 1889	Jan. 1, 1894	5	1,100.00	Heat and light.
188	Bath, N. Y.....	2	2,000	July 1, 1887	July 1, 1892	5	500.00	Do.
189	Binghamton, N. Y	1	3,100	Oct. 1, 1888	Oct. 1, 1893	5	1,600.00	Heat.
190	Brockport, N. Y ..	2	2,100	Apr. 1, 1889	Apr. 1, 1894	5	350.00	
191	Brooklyn, N. Y ..	1	5,000	July 1, 1885	July 1, 1889	4	*4,500.00	
192	Cohoes, N. Y	2	2,300	Oct. 1, 1887	Oct. 1, 1892	5	850.00	
193	Corning, N. Y. ..	2	2,200	Mar. 1, 1887	Mar. 1, 1892	5	975.00	Fuel and light.
194	Dansville, N. Y ..	2	2,000	July 1, 1887	July 1, 1892	5	350.00	
195	Dunkirk, N. Y ..	2	2,300	Mar. 1, 1888	Mar. 1, 1893	5	450.00	
196	Elmira, N. Y.....	1	3,100	Feb. 1, 1889	Feb. 1, 1894	5	2,400.00	Heat and light.
197	Geneva, N. Y.....	2	2,700	Apr. 1, 1886	Apr. 1, 1890	4	500.00	Heat.
198	Glens Falls, N. Y	2	2,300	Jan. 1, 1889	Jan. 1, 1894	5	1,000.00	Heat and light.
199	Gloversville, N. Y	2	2,400	Apr. 1, 1886	Apr. 1, 1890	4	600.00	Heat.
200	Hornellsville, N. Y.	2	2,400	July 1, 1887	July 1, 1892	5	1,200.00	Heat and light.
201	Hudson, N. Y.	2	2,400	Nov. 15, 1885	Nov. 15, 1889	4	850.00	
202	Ithaca, N. Y	2	2,700	July 1, 1882	July 1, 1892	10	1,500.00	Fuel.
203	Jamestown, N. Y .	2	2,700	May 1, 1886	May 1, 1891	5	1,200.00	Heat.
204	Johnstown, N. Y..	2	2,100	July 14, 1888	July 14, 1893	5	550.00	
205	Kingston, N. Y....	2	2,300	June 1, 1882	June 1, 1890	8	550.00	
206	Le Roy, N. Y.....	2	2,100	July 1, 1887	July 1, 1892	5	200.00	
207	Little Falls, N. Y	2	2,300	Jan. 1, 1884	Jan. 1, 1894	10	650.00	
208	Lockport, N. Y ...	2	2,600	Apr. 1, 1882	Apr. 1, 1892	10	1,000.00	Heat.
209	Middletown, N. Y.	2	2,500	Mar. 31, 1888	Mar. 31, 1893	5	1,400.00	Heat and light.
210	Mount Vernon, N. Y.	2	2,500	Feb. 1, 1889	Feb. 1, 1894	5	600.00	
211	Newburgh, N. Y..	2	2,700	Jan. 1, 1888	Jan. 1, 1893	5	2,100.00	Do.
212	Niagara Falls, N. Y.	2	2,000	Apr. 1, 1889	Apr. 1, 1894	5	700.00	Heat.
213	Norwich, N. Y	2	2,000	Mar. 26, 1888	Mar. 26, 1893	5	600.00	
214	Olean, N. Y	2	2,400	Aug. 18, 1885	Aug. 18, 1889	4	1,000.00	Heat and light.
215	Oneida, N. Y.....	2	2,300	Mar. 31, 1888	Mar. 31, 1893	5	600.00	
216	Oneonta, N. Y....	2	2,300	July 1, 1887	July 1, 1892	5	600.00	
217	Owego, N. Y	2	2,200	Oct. 1, 1888	Oct. 1, 1893	5	700.00	
218	Penn Yan, N. Y...	2	2,100	July 2, 1888	July 2, 1893	5	450.00	Do.
219	Port Jervis, N. Y .	2	2,200	June 30, 1888	June 30, 1893	5	1,000.00	Do.
220	Rochester, N. Y...	1	3,700	Apr. 1, 1886	Apr. 1, 1891	5	5,300.00	Heat.
221	Rome, N. Y	2	2,500	Oct. 1, 1886	Oct. 1, 1891	5	425.00	Do.
222	Saratoga Springs, N. Y.	2	2,700	Jan. 1, 1883	Jan. 1, 1893	10	1,500.00	
223	Schenectady, N. Y.	2	2,500	July 1, 1887	July 1, 1892	5	1,000.00	
224	Sing Sing, N. Y ...	2	2,200	Mar. 1, 1886	Mar. 1, 1891	5	400.00	
225	Tonawanda, N. Y.	2	2,300	July 1, 1887	July 1, 1892	5	400.00	
226	Troy, N. Y	1	3,300	May 1, 1886	May 1, 1890	4	3,000.00	Do.
227	Watertown, N. Y.	2	2,600	Jan. 15, 1887	Jan. 15, 1892	5	1,000.00	
228	Waverly, N. Y....	2	2,000	July 1, 1887	July 1, 1892	5	500.00	Heat and light.
229	Yonkers, N. Y....	2	2,700	June 1, 1887	June 1, 1892	5	1,500.00	
230	Charlotte, N. C ...	2	2,400	Nov. 10, 1888	Nov. 10, 1893	5	600.00	
231	Wilmington, N. C .	2	2,600	Sept. 1, 1888	Sept. 1, 1893†	5	1,600.00	
232	Akron, Ohio	1	3,000	July 1, 1885	July 1, 1889	4	1,380.00	Fuel.
233	Bucyrus, Ohio	2	2,000	Feb. 15, 1889	Feb. 15, 1894	5	450.00	Heat and light.
234	Chillicothe, Ohio .	2	2,400	Apr. 1, 1886	Apr. 1, 1891	5	1,000.00	Do.
235	Dayton, Ohio	1	3,200	Oct. 15, 1883	Oct. 15, 1893	10	2,950.00	Heat.
236	Delaware, Ohio ...	2	2,300	Apr. 15, 1888	Apr. 15, 1893	5	500.00	
237	East Liverpool, Ohio.	2	2,300	Jan. 1, 1889	Jan. 1, 1894	5	700.00	Heat and light.

*$3,000 per annum additional allowed for rent at Brooklyn for addition to main office, not under lease.

† Or until completion of Government building.

EXHIBIT B.—*Statement of post-offices and postal stations where premises have been leased by the Government, etc.*—Continued.

LEASES—Continued.

POST-OFFICES—Continued.

No.	Offices.	Class.	Postmaster's salary.	Term of lease. From—	Term of lease. To—	No. of years.	Rent per annum.	Heat, fuel, or light included in lease.
238	Elyria, Ohio	2	$2,100	Oct. 1, 1885	Oct. 1, 1889	4	$650.00	Heat and light.
239	Findlay, Ohio	2	2,400	Feb. 11, 1888	Feb. 11, 1893	5	500.00	Do.
240	Fremont, Ohio	2	2,200	July 1, 1887	July 1, 1892	5	400.00	
241	Gallipolis, Ohio	3	1,000	Mar. 1, 1889	Mar. 1, 1890	1	300.00	
242	Hamilton, Ohio	2	2,500	Oct. 1, 1886	Oct. 1, 1891	5	600.00	Do.
243	Ironton, Ohio	2	2,200	July 1, 1887	July 1, 1892	5	380.00	
244	Kenton, Ohio	2	2,000	Sept. 7, 1885	Sept. 7, 1889	4	1.00	
245	Lima, Ohio	2	2,500	Mar. 15, 1888	Mar. 15, 1893	5	1,600.00	Do.
246	Mansfield, Ohio	2	2,700	Apr. 1, 1889	Apr. 1, 1894	5	1,150.00	Do.
247	Marietta, Ohio	2	2,300	Jan. 1, 1889	Jan. 1, 1894	5	500.00	
248	Marion, Ohio	2	2,100	July 1, 1887	July 1, 1892	5	400.00	
249	Massillon, Ohio	2	2,200	Sept. 20, 1886	Sept. 20, 1891	5	1.00	
250	Mt. Vernon, Ohio	2	2,100	Apr. 1, 1887	Apr. 1, 1893	5	500.00	
251	Newark, Ohio	2	2,300	Oct. 1, 1885	Oct. 1, 1889	4	700.00	
252	Norwalk, Ohio	2	2,300	July 1, 1886	July 1, 1891	5	550.00	
253	Oberlin, Ohio	2	2,200	Mar. 1, 1886	Mar. 1, 1890	4	350.00	
254	Painesville, Ohio	2	2,400	Oct. 22, 1887	Oct. 22, 1892	5	275.00	
255	Piqua, Ohio	2	2,400	Sept. 1, 1885	Sept. 1, 1889	4	720.00	
256	Salem, Ohio	2	2,200	Aug. 1, 1885	Aug. 1, 1889	4	2.00	
257	Springfield, Ohio	1	3,200	Mar. 15, 1887	Mar. 15, 1892	5	2,200.00	Heat.
258	Steubenville, Ohio	2	2,400	Feb. 1, 1887	Feb. 1, 1892	5	900.00	Do.
259	Tiffin, Ohio	2	2,300	July 1, 1886	July 1, 1891	5	500.00	
260	Troy, Ohio	2	2,100	July 1, 1887	July 1, 1892	5	600.00	Heat and light.
261	Urbana, Ohio	2	2,200	Jan. 8, 1887	Jan. 8, 1892	5	300.00	
262	Warren, Ohio	2	2,300	Aug. 15, 1887	Aug. 15, 1892	5	650.00	Do.
263	Wooster, Ohio	2	2,300	Dec. 11, 1886	Dec. 11, 1891	5	600.00	
264	Xenia, Ohio	2	2,200	Jan. 1, 1887	Jan. 1, 1892	5	400.00	
265	Youngstown, Ohio	2	2,700	July 1, 1887	July 1, 1892	5	1,200.00	Do.
266	Zanesville, Ohio	2	2,800	Sept. 1, 1886	Sept. 1, 1891	5	800.00	
267	Altoona, Pa	2	2,600	Oct. 1, 1888	Oct. 1, 1893	5	900.00	
268	Bellefonte, Pa	2	2,000	July 2, 1888	July 2, 1893	5	380.00	Do.
269	Bethlehem, Pa	2	2,300	May 1, 1886	May 1, 1891	5	700.00	Heat.
270	Bradford, Pa	2	2,600	Nov. 16, 1887	Nov. 16, 1892	5	800.00	Do.
271	Carlisle, Pa	2	2,200	Mar. 31, 1888	Mar. 31, 1893	5	450.00	Heat and light.
272	Chester, Pa	2	2,500	Oct. 1, 1888	Oct. 1, 1892	4	575.00	
273	Columbia, Pa	2	2,000	Feb. 15, 1889	Feb. 15, 1894	5	300.00	
274	Corry, Pa	2	2,200	June 1, 1887	June 1, 1892	5	350.00	
275	Danville, Pa	2	2,000	Oct. 1, 1887	Oct. 1, 1892	5	500.00	
276	Downingtown, Pa	3	1,300	Aug. 15, 1886	Aug. 15, 1891	5	1.00	
277	Easton, Pa	2	2,600	Apr. 1, 1887	Apr. 1, 1892	5	1,100.00	
278	Franklin, Pa	2	2,200	Apr. 1, 1889	Apr. 1, 1894	5	600.00	Heat.
279	Hazleton, Pa	2	2,300	July 1, 1885	July 1, 1889	4	975.00	Heat and light.
280	Huntingdon, Pa	2	2,300	Apr. 1, 1888	Apr. 1, 1893	5	300.00	
281	Johnstown, Pa	2	2,500	July 1, 1886	July 1, 1891	5	750.00	Do.
282	Lancaster, Pa	2	2,900	Oct. 1, 1887	Oct. 1, 1892	5	2,000.00	
283	Lebanon, Pa	2	2,400	Mar. 31, 1888	Mar. 31, 1893	5	850.00	
284	Lock Haven, Pa	2	2,200	Mar. 1, 1888	Mar. 1, 1893	5	600.00	
285	McKeesport, Pa	2	2,300	Jan. 1, 1888	Jan. 1, 1893	5	500.00	
286	Meadville, Pa	2	2,500	June 30, 1888	June 30, 1893	5	1,000.00	
287	New Castle, Pa	2	2,400	Oct. 1, 1886	Oct. 1, 1891	5	700.00	Do.
288	Pittston, Pa	2	2,300	July 1, 1886	July 1, 1891	5	500.00	
289	Pottstown, Pa	2	2,300	Mar. 31, 1888	Mar. 31, 1893	5	800.00	Do.
290	Scranton, Pa	1	3,100	Apr. 1, 1889	Apr. 1, 1894	5	2,700.00	Heat.
291	Shamokin, Pa	2	2,000	Jan. 1, 1889	Jan. 1, 1894	5	400.00	
292	Towanda, Pa	2	2,100	....do	....do	5	500.00	Heat and light.
293	Warren, Pa	2	2,500	....do	....do	5	1,000.00	Do.
294	Wilkes-Barre, Pa	2	2,800	Apr. 1, 1886	Apr. 1, 1891	5	1,100.00	Heat.
295	Williamsport, Pa	2	2,800	June 30, 1888	June 30, 1892	4	800.00	
296	Pawtucket, R. I	2	2,700	Oct. 1, 1885	Oct. 1, 1889	4	1,250.00	Do.
297	Westerly, R. I	2	2,100	Oct. 1, 1888	Oct. 1, 1893	5	800.00	
298	Chattanooga, Tenn.	1	3,100	Jan. 2, 1888	Jan. 2, 1893	5	5.00	
299	Bonham, Tex	3	1,600	Jan. 2, 1886	Jan. 2, 1891	5	1.00	
300	Colorado, Tex	3	1,600	Sept. 16, 1885	Sept. 16, 1889	4	1.00	Heat and light.
301	Gainesville, Tex	2	2,100	Nov. 1, 1887	Nov. 1, 1891	5	12.00	Light.
302	Houston, Tex	2	2,900	Aug. 1, 1886	Aug. 1, 1890	4	900.00	
303	Paris, Tex	2	2,200	Sept. 1, 1887	Sept. 1, 1892	5	240.00	
304	Sherman, Tex	2	2,400	Nov. 1, 1887	Nov. 1, 1892	5	360.00	
305	Ogden, Utah	2	2,400	Aug. 1, 1888	Aug. 1, 1893	5	600.00	Heat and light.
306	Salt Lake City, Utah.	1	3,000	July 1, 1886	July 1, 1891	5	1,200.00	
307	Bennington, Vt	2	2,000	Jan. 1, 1889	Jan. 1, 1894	5	800.00	Do.
308	Brattleborough, Vt.	2	2,400	Oct. 1, 1886	Oct. 1, 1891	5	650.00	

LEASES—Continued.

EXHIBIT B.—*Statement of post-offices and postal stations where premises have been leased by the Government, etc.*—Continued.

POST-OFFICES—Continued.

No.	Offices.	Class.	Postmaster's salary.	Term of lease. From—	Term of lease. To—	No. of years.	Rent per annum.	Heat, fuel, or light included in lease.
309	Montpelier, Vt	2	$2,300	Jan. 1, 1889	Jan. 1, 1894	5	$850.00	
310	Lynchburgh, Va	2	2,800	July 1, 1886	July 1, 1891	5	700.00	
311	Staunton, Va	2	2,400	July 1, 1887	July 1, 1892	5	400.00	
312	Spokane Falls, Wash.	2	2,400	June 1, 1888	June 1, 1893	5	420.00	
313	Walla Walla, Wash.	2	2,200	June 30, 1888	June 30, 1893	5	620.00	Do.
314	Appleton, Wis	2	2,400	Jan. 1, 1886	Jan. 1, 1890	4	600.00	
315	Ashland, Wis	2	2,400	Nov. 12, 1887	Nov. 12, 1892	5	600.00	Do.
316	Eau Claire, Wis	2	2,500	Oct. 1, 1886	Oct. 1, 1891	5	1,500.00	Do.
317	Fond du Lac, Wis	2	2,400	Jan. 1, 1889	Jan. 1, 1894	5	600.00	
318	Janesville, Wis	2	2,500	Jan. 1, 1887	Jan. 1, 1892	5	1,100.00	
319	La Crosse, Wis	2	2,800	Jan. 1, 1887	Jan. 1, 1892	5	1,600.00	
320	Marinette, Wis	2	2,000	July 2, 1888	July 2, 1893	5	350.00	
321	Oshkosh, Wis	2	2,700	Jan. 1, 1886	Jan. 1, 1890	4	1,200.00	
322	Racine, Wis	2	2,700	July 1, 1885	July 1, 1889	4	1,160.00	
323	Sheboygan, Wis	2	2,300	Mar. 1, 1889	Mar. 1, 1894	5	800.00	
324	Watertown, Wis	2	2,000	Jan. 1, 1888	Jan. 1, 1893	5	500.00	
325	Cheyenne, Wyo	2	2,400	Nov. 10, 1888	Nov. 10, 1893	5	1,500.00	Do.
326	Laramie, Wyo	2	2,000	Mar. 1, 1886	Mar. 1, 1890	4	4.00	Light.
	Total rental at 326 offices						279,053.50	

POSTAL STATIONS.

1	Baltimore, Md.	1	5,000					
	West Baltimore			Jan. 15, 1887	Jan. 15, 1892	5	650.00	
2	Boston, Mass	1	6,000					
3	Back Bay			Oct. 1, 1888	Oct. 1, 1893	5	1,500.00	Heat and light.
4	Brighton			July 1, 1887	July 1, 1892	5	575.00	Do.
5	Brookline			Mar. 31, 1888	Mar. 31, 1893	5	800.00	Do.
6	Cambridge			Sept. 15, 1887	Sept. 15, 1892	5	750.00	Do.
7	Cambridgeport			Jan. 1, 1889	Jan. 1, 1894	5	1,000.00	
8	Charlestown			Nov. 1, 1886	Nov. 1, 1891	5	800.00	Heat.
9	Dorchester			Aug. 1, 1885	Aug. 1, 1889	4	800.00	
10	East Cambridge			Mar. 31, 1888	Mar. 31, 1893	5	560.00	Heat and light.
11	Jamaica Plain			Jan. 1, 1886	Jan. 1, 1890	4	350.00	
12	North Cambridge.			April 1, 1887	April 1, 1892	5	500.00	Do.
13	Revere			Nov. 10, 1887	Nov. 10, 1892	5	150.00	Do.
14	Roxbury			Feb. 1, 1889	Feb. 1, 1894	5	1,500.00	Heat.
15	Somerville			Jan. 5, 1889	Jan. 5, 1894	5	1,000.00	Heat and light.
16	Station A			Dec. 1, 1885	Dec. 1, 1889	4	1,050.00	
17	South Boston			Jan. 1, 1889	Jan. 1, 1894	5	1,000.00	
18	Winthrop			Sept. 1, 1887	Sept. 1, 1892	5	144.00	
19	Brooklyn, N. Y.	1	5,000					
20	Brevoort			Dec. 1, 1887	Dec. 1, 1897	10	1,700.00	Heat.
21	Greenpoint			May 1, 1886	May 1, 1891	5	720.00	Heat and light.
22	Station E			Nov. 1, 1886	Nov. 1, 1891	5	625.00	Do.
23	Station S			Dec. 1, 1885	Dec. 1, 1889	4	600.00	Heat.
24	Station W			Jan. 21, 1888	Jan. 21, 1893	5	2,000.00	
25	Chicago, Ill	1	6,000					
26	Cottage Grove			Dec. 1, 1888	May 1, 1893	4½	1,020.00	Heat and light.
27	Madison Street			May 1, 1886	May 1, 1891	5	1,115.00	
28	North Division			May 1, 1887	May 1, 1892	5	2,100.00	Fuel and light.
29	South Division			Oct. 1, 1886	Oct. 1, 1891	5	1,300.00	Heat.
30	Southwest Division.			Mar. 1, 1886	Mar. 1, 1890	4	1,200.00	Do.
31	Stock Yards			Feb. 15, 1889	Feb. 15, 1894	5	1,300.00	Heat and light.
32	Cincinnati, Ohio	1	6,000					
	Station C			Oct. 1, 1887	Oct. 1, 1892	5	180.00	
	Station E			June 1, 1888	June 1, 1893	5	450.00	Heat and light.
33	Indianapolis, Ind.	1	3,500					
	Union Depot			Oct. 1, 1889	Oct. 1, 1893	5	900.00	Heat and light.

LEASES—Continued.

EXHIBIT B.—*Statement of post-offices and postal stations where premises have been leased by the Government, etc.*—Continued.

POSTAL STATIONS—Continued.

No.	Offices.	Class.	Postmaster's salary.	Term of lease. From—	Term of lease. To—	No. of years.	Rent per annum.	Heat, fuel, or light included in lease.
32	Kansas City, Mo.. West Kansas City.	1	$3,800	June 1, 1886	June 1, 1891	5	$312.00	Heat.
	Los Angeles, Cal..	1	3,300					
33	Station B			June 1, 1888	June 1, 1893	5	600.00	Heat and light.
34	East Los Angeles.			June 1, 1888	June 1, 1893	5	500.00	Do.
	Milwaukee, Wis..	1	3,700					
35	South Side			Apr. 1, 1889	Apr. 1, 1894	5	600.00	
	New York, N. Y..	1	8,000					
36	Station A			Feb. 1, 1886	Feb. 1, 1890	4	6,200.00	Heat.*
37	Station B			May 1, 1888	May 1, 1893	5	3,000.00	
38	Station C			....do	....do	5	2,500.00	
39	Station E			May 1, 1886	May 1, 1890	4	3,000.00	Do.*
40	Station F			Jan. 1, 1889	Jan. 1, 1894	5	2,700.00	
41	Station G			May 1, 1887	May 1, 1892	5	2,900.00	Do.
42	Station H			May 1, 1888	May 1, 1893	5	2,200.00	
43	Station I			Jan. 1, 1887	Jan. 1, 1892	5	2,000.00	
44	Station K			Oct. 1, 1886	May 1, 1890	3 7/12	1,500.00	Do.
45	Station L			Aug. 1, 1885	Aug. 1, 1889	4	2,100.00	
46	Station P			May 1, 1885	May 1, 1890	5	4,500.00	
47	Station R			Oct. 1, 1888	Oct. 1, 1893	5	750.00	
48	Station T			Jan. 1, 1887	Jan. 1, 1892	5	450.00	
49	High Bridge			Feb. 1, 1889	Feb. 1, 1894	5	500.00	
	Philadelphia, Pa..	1	6,000					
50	Station F			July 1, 1886	July 1, 1891	5	420.00	
	Pittsburgh, Pa....	1	3,900					
51	Station B			June 1, 1886	June 1, 1891	5	250.00	Heat and light.
52	East Liberty			Oct. 1, 1887	Oct. 1, 1892	5	400.00	Do.
53	South Side			Sept. 1, 1888	Sept. 1, 1892	4	400.00	Do.
	St. Louis, Mo	1	6,000					
54	Station B			Jan. 1, 1887	Jan. 1, 1892	5	180.00	
55	Station E			June 1, 1888	June 1, 1893	5	420.00	Do.
56	North St. Louis			July 1, 1886	July 1, 1890	4	420.00	
	San Francisco, Cal	1	5,000					
57	Station A			Aug. 1, 1885	Aug. 1, 1889	4	900.00	
58	Station B			Jan. 1, 1886	Jan. 1, 1890	4	1,020.00	
59	Station C			....do	....do	4	420.00	
	Springfield, Mo...	2	2,600					
60	Station A			Jan. 1, 1888	Jan. 1, 1893	5	1.00	Do.
	Total rental at 60 stations						69,482.00	

* See contract.

RECAPITULATION.

	No.	Amount.
Total of post-offices	326	$279,053.50
Total of postal stations	60	69,482.00
Grand total, offices and stations	386	348,535.50

REPORT

OF THE

CHIEF POST-OFFICE INSPECTOR

FOR

1889.

REPORT

OF THE

CHIEF POST OFFICE INSPECTOR..

POST-OFFICE DEPARTMENT,
OFFICE OF CHIEF POST-OFFICE INSPECTOR,
Washington, D. C., November 9, 1889.

SIR: I have the honor to submit herewith a report of the operations of this office for the fiscal year ended June 30, 1889.

The first table, marked Exhibit A, shows the criminal statistics of the service.

EXHIBIT B¹.—*Number and character of complaints (by States) upon which "A" (registered) cases were made up, and referred to post-office inspectors for investigation during the fiscal year ended June 30, 1889.*

Table 2.

States and Territories.	Letters.		Packages.			Alleged cause of complaint.										
	Contents stated by the complainant.	Contents not stated.	Contents stated.	Not stated.	Total.	Rifling.	Loss.	Loss from R. P. E.	Theft.	Detention.	Wrong delivery.	Tampering.	Carelessness of postal employés.	Improper h.	Other causes.	Total.
Alabama	111	69	2	3	185	44	123	13	....	1	2	....	....	....	2	1
Alaska	2	4	....	....	6	....	5	1	....	....	....	....	....	....	....	....
Arizona	33	38	1	1	73	20	51	1	....	1	....	....	....	....	....	....
Arkansas	92	74	1	3	170	87	62	13	....	....	5	1	1	....	1	1
California	63	139	6	5	213	34	150	16	....	2	7	1	2	....	1	21
Colorado	45	83	1	1	130	30	83	4	....	3	3	1	1	....	....	1
Connecticut	13	29	22	20	84	7	70	5	....	2	....	....	....	....	....	
Dakota	33	39	1	2	75	31	32	6	1	2	1	....	....	2	....	
Delaware	9	2	....	....	11	3	1	2	....	....	....	....	....	....	....	
District Columbia	59	254	1	6	320	13	291	6	....	2	4	....	....	....	4	3
Florida	33	41	1	4	79	19	51	7	....	....	2	....	....	....	....	
Georgia	94	80	1	4	179	73	77	3	5	5	13	....	....	....	3	17
Idaho	11	27	....	2	40	7	28	5	....	....	....	....	....	....	....	
Illinois	93	296	11	29	429	77	264	15	46	3	15	3	....	1	5	42
Indiana	107	60	....	1	168	89	54	8	....	3	2	1	1	....	10	3
Indian Territory	56	16	....	1	73	45	25	2	....	....	....	....	1	....	....	
Iowa	52	49	....	....	101	31	59	2	....	3	3	....	1	....	2	
Kansas	134	78	1	6	219	69	127	7	3	3	5	1	....	....	4	
Kentucky	104	75	1	5	185	86	82	5	....	6	....	3	....	1	2	
Louisiana	128	75	1	4	208	123	66	11	2	1	1	1	....	....	3	
Maine	21	23	....	3	47	16	25	5	....	....	1	....	....	....	....	
Maryland	45	36	3	3	87	43	36	3	....	2	2	....	....	....	1	
Massachusetts	59	55	1	20	135	41	81	4	....	1	5	....	1	....	2	
Michigan	58	52	1	3	114	38	52	6	13	1	2	2	....	....	....	
Minnesota	37	31	....	3	71	21	40	4	....	3	2	....	....	....	1	
Mississippi	135	66	1	1	203	108	80	10	1	....	1	1	....	....	2	
Missouri	124	128	3	7	262	110	125	10	....	3	11	2	....	....	1	
Montana	20	29	....	1	50	18	26	3	....	1	1	....	....	1	....	
Nebraska	45	56	1	1	103	37	51	6	....	3	1	3	....	....	2	
Nevada	1	....	....	....	1	....	1	....	....	....	....	....	....	....	....	
New Hampshire	4	12	1	1	18	3	13	1	....	....	....	1	....	....	....	
New Jersey	41	49	1	1	92	48	31	9	....	....	3	....	....	....	1	
New Mexico	9	25	....	1	35	6	23	4	....	....	1	....	1	....	....	
New York	122	200	27	33	382	106	220	24	2	3	15	4	1	2	5	
North Carolina	47	62	....	5	114	40	50	16	....	3	3	1	1	....	....	
Ohio	159	115	1	5	280	121	117	14	1	3	7	1	2	....	14	
Oregon	29	15	....	2	46	23	17	4	....	....	1	....	1	....	....	
Pennsylvania	172	112	4	11	299	123	125	17	....	6	17	....	2	....	9	
Rhode Island	3	7	....	....	10	3	7	....	....	....	....	....	....	....	....	
South Carolina	43	42	....	4	89	34	44	5	....	2	1	3	....	....	....	
Tennessee	101	83	....	5	189	80	81	7	5	1	2	....	2	....	11	
Texas	149	271	3	7	429	102	205	13	95	2	7	3	1	....	1	
Utah	13	24	....	....	37	6	28	3	....	....	....	....	....	....	....	
Vermont	1	5	....	....	6	2	4	....	....	....	....	....	....	....	....	
Virginia	121	109	1	2	233	112	83	15	14	1	3	4	....	....	1	
Washington	35	93	2	3	133	22	100	7	....	1	3	....	....	....	....	
West Virginia	35	30	....	1	66	27	29	4	....	....	....	2	....	2	2	
Wisconsin	37	31	....	2	70	19	34	12	....	....	2	2	....	....	1	
Wyoming	4	6	....	1	11	3	5	2	....	....	1	....	....	....	....	
Total	2,942	3,295	100	223	6,560	2,205	3,434	340	188	73	160	41	19	9	91	6,6

SUBJECT TO JURISDICTION OF UNITED STATES COURTS—Continued.

State where arrested.	Disposition of cases.										
	Discharged on preliminary examination.	Sentence suspended.	Tried and acquitted.	Proceedings dismissed.	Escaped.	Forfeited bail.	Died awaiting trial.	Discharged by the United States grand jury.	Convicted.	Awaiting trial.	Total.
Alabama				1				1	2	14	18
Arizona									1	1	2
Arkansas	2								1	8	11
California			2	1					1	10	14
Colorado	4			1						8	13
Connecticut			1							6	7
Dakota						1			1	1	3
Delaware										1	1
District of Columbia		1								3	4
Florida										3	3
Georgia	2	1	1						2	14	19
Idaho										1	1
Illinois	3		4		2				38	47	94
Indiana	2			1					1	9	13
Indian Territory										1	1
Iowa	1	1						1	5	12	20
Kansas	5	1	1			1	1		1	3	13
Kentucky	1		1						1	16	19
Louisiana	1		1						1	9	12
Maine									1	1	2
Maryland			1					1	1	4	7
Massachusetts	1								2	27	30
Michigan								1	3	22	26
Minnesota	1							1	2	7	11
Mississippi	2									13	15
Missouri	3		2	2			1	2	4	33	47
Montana										4	4
Nebraska	1			1					4	10	16
Nevada											0
New Hampshire										4	4
New Jersey		1							1	7	9
New Mexico	2									2	4
New York	5			1					5	64	75
North Carolina		1	4						2	7	14
Ohio	4							2	7	11	24
Oregon	1								4	2	7
Pennsylvania	9		7	4				1	14	33	68
Rhode Island										3	3
South Carolina	1		2						2	3	8
Tennessee	1								1	11	13
Texas	2		2						2	17	23
Utah									1	1	2
Vermont										6	6
Virginia										11	11
Washington											0
West Virginia				1					9	7	17
Wisconsin	1								3	2	6
Wyoming									1	1	2
Total	55	5	29	13	2	2	2	10	124	480	722

SUBJECT TO JURISDICTION OF STATE COURTS.

State where arrested.	Offenders.			Disposition.					
	Burglars.	All other offenders.	Total.	Convicted.	Acquitted.	Awaiting trial.	Turned over to employers.	Total.	Grand total in each State.
Alabama	1	1	2	1	.....	1	.....	2	20
Arizona	.....	.....	0	.....	.....	.....	.....	0	2
Arkansas	6	.....	6	2	2	2	.....	6	17
California	.....	2	2	2	.....	.....	.....	2	16
Colorado	2	6	8	.....	.....	8	.....	8	21
Connecticut	4	.....	4	.....	.....	4	.....	4	11
Dakota	.....	.....	0	.....	.....	.....	.....	0	3
Delaware	1	.....	1	.....	.....	1	.....	1	2
District Columbia	.....	.....	0	.....	.....	.....	.....	0	4
Florida	.....	.....	0	.....	.....	.....	.....	0	3
Georgia	1	.....	1	1	.....	.....	.....	1	20
Idaho	.....	.....	0	.....	.....	.....	.....	0	1
Illinois	2	1	3	2	.....	1	.....	3	97
Indiana	2	.....	2	2	.....	.....	.....	2	15
Indian Territory	.....	.....	0	.....	.....	.....	.....	0	1
Iowa	6	.....	6	3	.....	3	.....	6	26
Kansas	1	.....	1	.....	.....	1	.....	1	14
Kentucky	.....	.....	0	.....	.....	.....	.....	0	19
Louisiana	2	2	4	.....	.....	2	2	4	16
Maine	2	.....	2	.....	.....	2	.....	2	4
Maryland	.....	.....	0	.....	.....	.....	.....	0	7
Massachusetts	1	6	7	.....	.....	2	5	7	37
Michigan	.....	.....	0	.....	.....	.....	.....	0	26
Minnesota	.....	.....	0	.....	.....	.....	.....	0	11
Mississippi	1	.....	1	.....	.....	1	.....	1	16
Missouri	4	.....	4	1	.....	3	.....	4	51
Montana	.....	.....	0	.....	.....	.....	.....	0	4
Nebraska	.....	.....	0	.....	.....	.....	.....	0	16
Nevada	.....	.....	0	.....	.....	.....	.....	0	0
New Hampshire	4	.....	4	.....	.....	4	.....	4	8
New Jersey	1	.....	1	.....	.....	1	.....	1	10
New Mexico	.....	.....	0	.....	.....	.....	.....	0	4
New York	1	2	3	2	.....	1	.....	3	78
North Carolina	.....	.....	0	.....	.....	.....	.....	0	14
Ohio	5	.....	5	3	.....	2	.....	5	29
Oregon	.....	.....	0	.....	.....	.....	.....	0	7
Pennsylvania	7	1	8	3	2	3	.....	8	76
Rhode Island	.....	.....	0	.....	.....	.....	.....	0	3
South Carolina	1	.....	1	1	.....	.....	.....	1	9
Tennessee	1	1	2	.....	.....	2	.....	2	15
Texas	1	.....	1	.....	.....	1	.....	1	24
Utah	.....	.....	0	.....	.....	.....	.....	0	2
Vermont	.....	.....	0	.....	.....	.....	.....	0	6
Virginia	.....	.....	0	.....	.....	.....	.....	0	11
Washington	.....	.....	0	.....	.....	.....	.....	0	0
West Virginia	.....	.....	0	.....	.....	.....	.....	0	17
Wisconsin	.....	.....	0	.....	.....	.....	.....	0	6
Wyoming	.....	.....	0	.....	.....	.....	.....	0	2
Total	57	22	79	23	4	45	7	79	801

Exhibit B, Table 1, shows the result of investigation in 637 of the 842 cases on hand July 1, 1888, from which it will be seen that, in 356 of the 637 cases, it was ascertained that no loss was sustained, or that the letters were received by the parties addressed. In 127 cases the amount of loss was recovered and paid to the rightful owners, leaving 154 cases in which no recovery or discovery could be made. There remain on hand, of the previous year cases, to be accounted for in the fiscal year 1890, 205 of such.

Exhibit B, Table 2, shows the classification, by States, of the various complaints against the domestic registered mail for the fiscal year 1889, aggregating 6,560 for the period mentioned, which were referred to inspectors for investigation. Of this number, 2,942 related to letters in which the contents were stated, and 3,295 the contents of which were not stated. There were, also, 323 complaints relating to packages, in 100 of which the contents were stated as to the nature or value, and 223 were not so stated.

The foregoing complaints will be found under the different heads (as to depredation or other irregularity) in the table above mentioned.

The total number of cases during the fiscal year 1888 were 4,820, and the number of complaints for the present fiscal year in excess of the number reported for the previous fiscal year is 1,740. This increase in the number of cases may be accounted for in a measure from the fact that the number of pieces sent in the registered mail has increased from 12,957,611 in 1888 to 13,324,240 in 1889.

EXHIBIT B[2].—*Number and character of complaints (by States) upon which "A" (registered) cases were made up, and referred to post-office inspectors for investigation during the fiscal year ended June 30, 1889.*

Table 2.

States and Territories.	Letters.		Packages.			Alleged cause of complaint.										
	Contents stated by the complainant.	Contents not stated.	Contents stated.	Not stated.	Total.	Rifling.	Loss.	Loss from R. P. E.	Theft.	Detention.	Wrong delivery.	Tampering.	Carelessness of postal employés.	Improper.	Other causes.	Total.
Alabama	111	69	2	3	185	44	123	13	....	1	2	....	....	....	2	185
Alaska	2	4	....	....	6	....	5	1	....	....	....	....	....	....	....	6
Arizona	33	38	1	1	73	20	51	1	....	1	....	....	....	....	....	72
Arkansas	92	74	1	3	170	87	62	13	....	....	5	1	1	....	1	170
California	63	139	6	5	213	34	150	16	....	2	7	1	2	....	1	213
Colorado	45	83	1	1	130	30	83	4	....	3	8	1	1	....	....	130
Connecticut	13	29	22	20	84	7	70	5	....	2	....	....	....	....	....	84
Dakota	33	39	1	2	75	31	32	6	1	2	1	....	....	2	....	75
Delaware	9	2	....	....	11	8	1	2	....	....	....	....	....	....	....	11
District Columbia	59	254	1	6	320	13	291	6	....	2	4	....	....	....	4	320
Florida	33	41	1	4	79	19	51	7	....	....	2	....	....	....	....	79
Georgia	94	80	1	4	179	73	77	3	5	5	13	....	....	....	3	179
Idaho	11	27	....	2	40	7	28	5	....	....	....	....	....	....	....	40
Illinois	93	296	11	29	429	77	264	15	46	3	15	3	....	1	5	429
Indiana	107	60	....	1	168	89	54	8	....	3	2	1	1	....	10	168
Indian Territory	56	16	....	1	73	45	25	2	....	....	....	....	1	....	....	73
Iowa	52	49	....	....	101	31	59	2	....	3	3	....	1	....	2	101
Kansas	134	78	1	6	219	69	127	7	3	3	5	1	....	....	4	219
Kentucky	104	75	1	5	185	86	82	5	....	6	....	3	....	1	2	185
Louisiana	128	75	1	4	208	123	66	11	2	1	1	1	....	....	3	208
Maine	21	23	....	3	47	16	25	5	....	....	1	....	....	....	....	47
Maryland	45	36	3	3	87	43	36	3	....	2	2	....	....	....	1	87
Massachusetts	59	55	1	20	135	41	81	4	....	1	5	....	1	....	2	135
Michigan	58	52	1	3	114	38	52	6	13	1	2	2	....	....	....	114
Minnesota	37	31	....	3	71	21	40	4	....	3	2	....	....	....	1	71
Mississippi	135	66	1	1	203	108	80	10	1	....	1	1	....	....	2	203
Missouri	124	128	3	7	262	110	125	10	....	3	11	2	....	....	1	262
Montana	20	29	....	1	50	18	26	3	....	1	1	....	....	1	....	50
Nebraska	45	56	1	1	103	37	51	6	....	3	1	3	....	....	2	103
Nevada	1	....	....	....	1	....	1	....	....	....	....	....	....	....	....	1
New Hampshire	4	12	1	1	18	3	13	1	....	....	....	1	....	....	....	18
New Jersey	41	49	1	1	92	48	31	9	....	....	3	....	....	....	1	92
New Mexico	9	25	....	1	35	6	23	4	....	....	1	....	1	....	....	35
New York	122	200	27	33	382	106	220	24	2	3	15	4	1	2	5	382
North Carolina	47	62	....	5	114	40	50	16	....	3	3	1	1	....	....	114
Ohio	159	115	1	5	280	121	117	14	1	3	7	1	2	....	14	280
Oregon	29	15	....	2	46	23	17	4	....	....	1	....	1	....	....	46
Pennsylvania	172	112	4	11	299	123	125	17	....	6	17	....	2	....	9	299
Rhode Island	3	7	....	....	10	3	7	....	....	....	....	....	....	....	....	10
South Carolina	43	42	....	4	89	34	44	5	....	2	1	3	....	....	....	89
Tennessee	101	83	....	5	189	80	81	7	5	1	2	....	2	....	11	189
Texas	140	271	2	7	429	102	205	13	95	2	7	3	1	....	1	429
Utah	13	24	....	....	37	6	28	3	....	....	....	....	....	....	....	37
Vermont	1	5	....	....	6	2	4	....	....	....	....	....	....	....	....	6
Virginia	121	109	1	2	233	112	83	15	14	1	3	4	....	....	1	223
Washington	35	93	2	3	133	22	100	7	....	1	3	....	....	....	....	133
West Virginia	35	30	....	1	66	27	29	4	....	....	....	2	....	2	2	66
Wisconsin	37	31	....	2	70	19	34	12	....	....	2	2	....	....	1	70
Wyoming	4	6	....	1	11	3	5	2	....	....	1	....	....	....	....	11
Total	2,942	3,295	100	223	6,560	2,205	3,434	340	188	78	160	41	19	9	91	6,560

ded June 30, 1889—Continued.

States and Territo		Loss resulting from—					Loss paid.				Grand total.	No discovery.	No recovery.
		Robbery of post-offices.	Robbery of stages, etc.	Theft.	Estimated amount lost.	Amount recovered.	Office of chief inspector.	Dead-Letter office.	Outside parties.	Total amount paid.			
Alabama	30						11	1		$0.25		3	21
Alaska													
Arizona	30						1						4
Arkansas	35						4		2	4.00		9	20
California	36						1		1	27.06			12
Colorado	28	1			$25.00		2				1	1	26
Connecticut													3
Dakota											1		5
Delaware													
District of Columbia												1	50
Florida	30						5		1	10.00	1	1	13
Georgia	30								1	40.00	1	4	16
Idaho		1			7.00	$7.00			1	7.00	1		8
Illinois	50			1	5.00	5.00	2		2	15.00		1	18
Indiana	90						1				4	2	13
Indian Territory												1	2
Iowa	90			2	38.10		4				2		8
Kansas	90	7			122.75	5.00	4		1	10.00	8	1	29
Kentucky	37						4	3		7.15	4	7	29
Louisiana	25		1		167.00		4				7	10	32
Maine	46						1						2
Maryland													7
Massachusetts													3
Michigan	80						3						7
Minnesota	90								1	15.00		2	9
Mississippi	90						4		1	5.00	4	4	22
Missouri	70	1		1	287.00	2.00	6		1	20.00	1	2	19
Montana	90						1						6
Nebraska	90						2		1	33.00	2	1	12
Nevada												1	1
New Hampshire												1	2
New Jersey							1						4
New Mexico											1	1	3
New York	44			1	20.00	20.00	5		1	94.00	1	7	38
North Carolina	90						2		2	180.00			6
Ohio	90						2	2	1	12.40	1	3	23
Oregon	10						1					1	3
Pennsylvania	90			1	37.00	37.00	7	1		.84	3	4	43
Rhode Island													
South Carolina				1	5.00	5.00	1				1	2	5
Tennessee	90						3	3		4.15	3	2	28
Texas	10	1			56.00		2	1			6	4	35
Utah	90	1			5.00	5.00	2		1	37.80		21	1
Vermont											1		1
Virginia	90						1		2	30.00	10	2	25
Washington	90						2		1	110.00	1		7
West Virginia	90						4	2		2.88	2	1	12
Wisconsin		1			10.00						1	1	3
Wyoming													2
Total	11	13	1	7	784.85	86.00	93	13	21	665.53	73	81	637
		21					127						

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ended June 30, 1889.

States and Territories.	Loss resulting from—						Loss paid by—						Grand total.
	Robbery of post-offices.	Robbery of postal cars.	Robbery of stages, etc.	Theft.	Estimated amount lost.	Amount recovered.	Office of Chief Inspector.	Dead-letter Office.	Outside parties.	Total amount paid.	No recovery.	No discovery.	
Alabama	1			3	$80.10	85.10	40		5	$88.15	1	1	105
Alaska													1
Arizona	1		16		281.40		3				17		46
Arkansas	1		3		23.50	10.00	5				4	2	42
California	1		30		510.67		3				49	1	162
Colorado	13			1	263.60	10.00	6		3	34.35	43		127
Connecticut							1		1	3.50			66
Dakota		5			12.28		2				7	2	41
Delaware							1					1	5
District of Columbia							1				14	1	199
Florida	2	1			25.00	25.00	2	1	1	8.00	3	6	80
Georgia				8	437.88	437.88	13		1	111.00	2	4	96
Idaho							1	1		1.00			33
Illinois	12		1	12	250.62	90.90	22	7	1	16.58	23	3	196
Indiana	3				9.28		5	12	4	116.86	6		84
Indian Territory				1	30.00	30.00	2		1	20.00	1		13
Iowa	1			1	15.00	5.00	7		5	66.75	1	1	53
Kansas	8			5	279.00	219.75	19	1	1	6.00	8	2	106
Kentucky							8	12	3	30.29	25	4	102
Louisiana	1						3		7	92.10	2	15	93
Maine													32
Maryland							4	7		10.43	1	13	56
Massachusetts	8			1	34.90	1.00	7				10	1	104
Michigan	1						7				4	1	48
Minnesota	8				116.25		2		2	60.00	8		37
Mississippi				6	32.15	13.50	5		1	21.00	31	3	95
Missouri	19				103.00	53.50	23		9	124.05	18	3	160
Montana				1	2.00	2.00	2				1		26
Nebraska							8		1	10.00	14	1	87
Nevada													
New Hampshire	1				57.00	57.00	1		1	57.00			15
New Jersey	38			1	259.60	31.00	9		2	3.00	36	1	77
New Mexico											13	1	33
New York	8			3	113.21	47.05	14	2	8	135.85	84	8	303
North Carolina				12	195.46	195.46	17				3		69
Ohio	4	1			77.40	15.00	32	31	5	59.05	37	4	213
Oregon				1	2.15	2.15	5		1	269.00	2		40
Pennsylvania	15			2	209.21	24.00	33	2	6	30.60	30	3	206
Rhode Island	1				2.00						1	1	5
South Carolina	5			4	101.50	101.50	14					1	52
Tennessee	8				13.75	13.75	13	14	2	47.17	1	3	108
Texas	5	1	5		81.25	10.00	18		1	316.00	27	7	220
Utah													19
Vermont													63
Virginia	1			10	83.70	5.00	14	2		3.80	75	4	169
Washington			2	1	111.00	60.00	4		1	10.00	3	2	65
West Virginia	1			1	25.00		12	8		22.95	4	3	58
Wisconsin							4		3	97.07		1	40
Wyoming												2	8
Total	162	8	56	74	3,847.90	1,551.54	392	100	76	1,872.25	609	106	3,998
	300						568						

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EXHIBIT D.—*Number, nature of case, and office of original reference of miscellaneous cases (Class C) referred to post-office inspectors for investigation during the fiscal year ended June 30, 1889.*

Class of cases.	First Assistant Postmaster-General.	Second Assistant Postmaster-General.	Third Assistant Postmaster-General.	Superintendent of the Money-order system.	General Superintendent of the Railway Mail Service.	Assistant Attorney-General.	Superintendent Free-Delivery System.	Office of Law Clerk.	Office of Chief Post-Office Inspector.	Auditor of the Treasury Post-Office Department.	Total number of each class.
Responsibility of sureties	2,063	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,063
Inspection of post-offices	13	1	466	.....	.....	1	.....	.....	1,989	2	2,472
Complaints and charges against postmasters and employés of post-offices	337	10	44	24	20	23	2	.....	626	3	1,089
Establishment of post-offices and stations	20	.....	.....	.....	.....	.....	.....	.....	18	.....	38
Discontinuance of post-offices and stations	10	.....	.....	.....	.....	.....	.....	.....	27	.....	37
Allowances for post-offices	150	.....	.....	.....	.....	.....	.....	.....	34	.....	184
Location, change of site, and name of post-offices	73	.....	.....	.....	.....	.....	.....	.....	29	.....	102
Appointment of postmasters	54	.....	.....	.....	.....	.....	.....	.....	17	.....	71
Free-delivery system	.....	.....	.....	.....	.....	.....	16	.....	.....	.....	16
Mail-messenger service	.....	2	.....	.....	.....	.....	.....	.....	9	.....	11
Lease of post-offices	.....	.....	.....	.....	.....	.....	.....	140	.....	.....	140
Routes: Establishment, discontinuance, or change of service	.....	7	.....	.....	.....	.....	.....	.....	57	.....	64
Routes: Charges against contractors, carriers, etc	1	20	.....	.....	3	.....	1	.....	42	.....	67
Mail-keys: Loss, etc	.....	17	.....	.....	1	.....	.....	.....	20	.....	38
Charges against railway postal clerks	.....	.....	.....	.....	10	.....	.....	.....	22	.....	32
Collection of balance due the United States	.....	.....	.....	.....	.....	.....	.....	.....	1	99	100
Inspection of money-order and postal-note business, collection of funds, forwarding statements, and instruction of postmasters	.....	.....	.....	215	.....	.....	.....	.....	.....	.....	215
Wrong payment of money-orders and postal notes	.....	.....	.....	89	.....	.....	.....	.....	5	.....	94
Establishing money-order and postal-note service	.....	.....	.....	76	.....	.....	.....	.....	17	.....	93
Discontinuance of money-order and postal-note service	.....	.....	.....	32	.....	.....	.....	.....	.....	.....	32
Violation of postal laws and regulations of 1887:											
Section 259	.....	.....	96	.....	.....	.....	.....	.....	1	.....	97
Section 375	.....	.....	.....	.....	.....	.....	.....	.....	.....	15	15
Section 379	.....	.....	2	.....	.....	3	.....	.....	20	.....	25
Section 380	3	1	9	.....	2	9	.....	.....	204	.....	228
Section 706	.....	3	.....	.....	.....	3	.....	.....	2	.....	8
Section 1442	.....	.....	.....	.....	.....	.....	.....	.....	6	.....	6
Section 1447	14	5	1	.....	5	4	.....	.....	149	.....	178
Section 1448	2	.....	.....	.....	1	.....	.....	.....	109	.....	112
Section 1449	.....	.....	.....	.....	.....	.....	.....	.....	11	.....	11
Section 1451	.....	.....	.....	.....	.....	.....	.....	.....	11	.....	11
Section 1460	1	.....	6	.....	.....	16	.....	.....	195	.....	218
Section 1464	.....	.....	15	.....	.....	.....	.....	.....	.....	.....	15
Section 1469	.....	.....	4	.....	.....	2	.....	.....	73	1	80
Miscellaneous investigations and complaints	124	57	95	116	27	132	2	8	442	46	1,049
Total	2,885	123	738	552	69	193	21	148	4,136	166	9,031

EXHIBIT D.—*Disposition, by Office of Chief Post-Office Inspector, of miscellaneous cases (Class C) referred to and reported upon by post-office inspectors during the fiscal year ended June 30, 1889.*

	Number.
Number referred to and relating to office of—	
Postmaster-General	38
First Assistant Postmaster-General	2,587
Second Assistant Postmaster-General	194
Third Assistant Postmaster-General	246
Superintendent Money-Order System	476
General Superintendent Railway Mail Service	72
Assistant Attorney-General	120
Office of Law Clerk	138
Superintendent Free Delivery System	28
Auditor of the Treasury for the Post-Office Department	95
Relating to the office of Chief Post-Office Inspector and filed	873
Reports of the inspection of post-offices referred to the several bureaus of the Department	2,135
Total	7,002

RECAPITULATION.

Cases (Class C) referred to inspectors for investigation during the fiscal year 1889	9,031
Cases on hand July 1, 1888, referred for investigation during previous years	8,332
Total to be accounted for	17,363
Cases referred to inspectors, reported upon, and finally closed during the fiscal year 1889	7,002
Cases referred to inspectors during previous years, reported upon, and finally closed during the fiscal year 1889	2,837
Total number of cases closed	9,839
Cases remaining in the hands of inspectors July 1, 1889 (uninvestigated)	7,524

EXHIBIT E.—CLASS F.—FOREIGN CASES.

This class of cases relates to complaints regarding irregularities affecting all classes of mail matter passing between the United States and foreign countries, particularly to complaints of losses, delay, nondelivery, and tampering. It also includes violations of customs regulations, where collections have not been properly made by postmasters to cover the amounts of duty charged on imported mail matter forwarded by collectors of customs.

For the purpose of explaining their character and treatment these cases may be considered under three general classes—relating to registered mail, unregistered mail, and miscellaneous complaints against postmasters and postal employés in their treatment of foreign mail. Registered articles deposited in the mails can generally be traced with certainty by the records of the offices through which they may pass, and hence more specific information is forthcoming as a result of investigation than is the case where unregistered mail is the subject of inquiry. In the last-mentioned class, inquiries are for the most part confined to the sender and addressee, the offices of mailing and destination, where record is made of ordinary mail matter held for cause and sent to dead-letter offices, and some of the larger exchange offices where unregistered matter may be stopped in transit as unmailable under the Postal Union regulations and turned over to the dead-letter office. Unregistered articles are also traced, in many instances, by application to the return-letter offices of the particular country where the matter originates, and where, if undelivered, they would finally be received, and, if the contents proved valuable, be recorded and held for application of the sender or addressee.

The entire number of Class F cases reported for investigation during the fiscal year ended June 30, 1889, was 10,571, of which 6,654 related to registered mail, 3,917 to unregistered mail, and 784 to miscellaneous complaints. Of the registered cases treated of and closed during the year there were 6,114 in which no loss occurred, and in 207 cases the losses could not be located, or if located, no recovery was effected to re-imburse the senders or addressees.

The following tables indicate between what foreign countries and what States mail matter was passing, regarding which investigation was made, the number of cases treated, and the character of mail matter involved:

TABLE 1.—*States and countries between which the registered mail was passing, and number of cases in which investigation determined that no loss had been sustained.*

States and Territories.	Austria.	Belgium.	Central America.	Canada.	Denmark.	France.	Germany.	Great Britain.	Hungary.	Italy.	Mexico.	Netherlands.	Norway.	Russia.	Spain.	Sweden.	Switzerland.	South America.	U. S. of Colombia.	West Indies.	Miscellaneous.	Total.
Alabama	1					1	2	2						2						1		9
Arizona	1			1		1	1	1		1	1										1	6
Arkansas	1						5	2		3	1											12
California	32	1		9	1	19	85	68		24	13		2	4	7	3	7	8	1	5	12	301
Colorado	13			9		1	25	19	3	7			2	1			3	2	1			86
Connecticut	2			5		1	12	16		14				8		2		2				62
Dakota	6			4			10	9					8	2		4	2		1			46
Delaware				1			2	2		4							1	2			1	13
District of Columbia	1	1		2		3	12	9		4	1			5	5		3	1		1	2	50
Florida	3			2		2	1	7		1				1						5		22
Georgia	2					1	4	6		1											1	15
Idaho				1			1															2
Illinois	52	1	1	24	4	6	145	61	4	31	10	3	3	21	1	17	7	3	1		4	399
Indiana	2			2			21	5					1	2			2	1			2	38
Indian Territory							3							1				1				5
Iowa	11			7	1	1	30	3			1		3	1		6	4			1	2	71
Kansas	13		1	2			21	10	1					5		2					2	57
Kentucky	4			1			12	1		2	3			3			3			2		30
Louisiana	6		1	6		7	21	12		21	6				3		1		9	6	6	105
Maine	3			6	1	2		3		1				1						2		19
Maryland	4		1	2			20	7		4	1							2		3		44
Massachusetts	8		5	125	1	12	32	70		40	5	1		28	3	5	1	5		11	14	366
Michigan	15			8	1		42	19	1	6		1	3	11		9						116
Minnesota	16		1	12	2		33	13	1	3			14	4		20	2				1	122
Mississippi							5	4		3					1					1		14
Missouri	29	1	1	16		1	53	21	2	11	4		2	6	1		6	2	1	1	1	159
Montana	3			1	1		4	15					2			1	1	1			3	32
Nebraska	13			3	1		21	13				1	2	2		1	1				3	61
Nevada	2			2				1			1		1	2			1					10
New Hampshire				7			2						1								1	11
New Jersey	9			1	1	1	51	23	2	26	3			7		5	3	1			2	135
New York	109	6	174	20	5	53	402	185	13	208	42	4	2	65	85	13	17	441	147	53	38	2,172
New Mexico							5	7		4	4			1								21
North Carolina							3	2														5
Ohio	22			5	1	3	98	25	3	13	2			5		1	13	1			6	198
Oregon	6			4	1		8	5					1				1				1	27
Pennsylvania	62		2	20	1	9	220	89	14	82		1	1	49	2	6	11	13	1	12	7	602
Rhode Island	1			3		1	2	7		5						1						27
South Carolina	2					1	5	2						3						1	1	15
Tennessee	1					2	11	8					1				2				1	26
Texas	8	1		2		5	42	22	2	6	10		1	3		3	2	1			1	109
Utah	1			1			1	4			2		1			2	1					13
Vermont							3	2		1							1				1	8
Virginia							4	10		1			1	1								17
Washington	7			4	1		7	16		3	1		4								1	44
West Virginia						1	3			1												5
Wisconsin	18	2		2	1	2	60	10	1	3		1	6	3		1	3		1	1	3	127
Wyoming				2			2	4		1				2								11
Total	489	13	187	322	24	136	1,561	820	47	625	110	12	62	249	108	97	101	489	164	106	125	5,847

In addition to the cases embraced in the foregoing table, there were 277 cases relating to mail matter of foreign origin, which was passing in transit through the United States from one foreign country to another, but became the subject of inquiries by this office, and in which no loss was sustained.

The following table (No. 2) of losses may be summarized as—

Registered letters lost by wrecks, burnings, and robberies of mail, in which no recovery was effected	13
Registered letters lost in which neither the facts nor circumstances could be ascertained by investigation	29
Registered letters lost for which no recovery could be effected or indemnity paid	40
Registered letters alleged to have been rifled in transit through the mails, in which cases the depredation could not be located (either in the United States or in foreign countries)	80
Number of cases in which the depredation was believed to have been located, but no recovery effected	45
Total	207

TABLE 2.—*States and countries between which the registered mail was passing, which, after investigation, remained unaccounted for, or in which the loss or depredation was located, but no recovery effected.*

States and Territories.	Austria.	Canada.	France.	Germany.	Great Britain.	Hungary.	Italy.	Mexico.	Norway.	Russia.	Sweden.	Miscellaneous.	Total.
California				1	1			2				1	5
Colorado				1			5	1	1			1	9
Connecticut		1			1	1				2			5
District of Columbia			1										1
Dakota												1	1
Florida												1	1
Georgia								1					1
Idaho					2								2
Illinois	2	1		3	2		3			4	1		16
Indiana						2							2
Iowa		1		1	1								3
Kansas					2								2
Louisiana												1	1
Maine		4											4
Maryland						1				1			2
Massachusetts		12			3		1			5	1	1	23
Michigan		1								1			2
Minnesota	1	1				2							4
Missouri					1					1			2
Mississippi										1			1
Nebraska				2									2
New Hampshire										1			1
New Jersey						1	1			3		1	6
New York	3	8	1	3	2		13	5		9	1	5	50
Ohio	2			1		1	1			1		1	7
Pennsylvania	3			2	5	8	1			7		1	27
Rhode Island		2			1		2						5
South Carolina										1		1	2
Tennessee					1								1
Texas			1	1			1	1					4
Vermont		1											1
Virginia	3				1		1		1	1			7
West Virginia						1							1
Washington		1			1	1					1		4
Wisconsin	1			1									2
Total	15	34	3	17	24	17	29	10	2	37	4	15	207

The following tables (Nos. 3 and 4) relate to the unregistered m
which formed the subject of investigation. Of this class of cases th
were closed without loss, 1,258; and in 2,628 such cases the losses r
mained unaccounted for. The character of the mail matter embrac
in these tables may be indicated as—

Unregistered packets	1,9
Unregistered letters containing inclosures	1,3
Unregistered letters without inclosures	57
Total	3,8

TABLE 3.—*States and countries between which the unregistered mail was passing, and num-
ber of cases in which investigation determined that no loss had been sustained.*

States and Territories.	Austria.	Belgium.	Central America.	Canada.	Denmark.	France.	Germany.	Great Britain.	Hungary.	Italy.	Mexico.	Netherlands.	Norway.	Russia.	Sweden.	Switzerland.	South America.	U. S. of Colombia.	West Indies.	Miscellaneous.	Total.
Alabama	1	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	
Arizona	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	
Arkansas	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
California	...	...	...	1	1	2	5	35	...	...	...	...	...	...	...	...	...	...	4	3	
Colorado	...	...	...	2	...	...	1	9	...	...	...	...	...	...	...	...	...	...	...	...	
Connecticut	...	...	...	4	...	...	...	11	...	...	...	...	...	...	1	...	...	1	...	2	
Dakota	...	...	...	...	1	...	...	3	...	...	...	...	1	...	...	...	...	...	...	...	
Delaware	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	
District of Columbia	1	...	...	5	...	1	2	9	...	...	...	...	...	...	...	...	...	1	1	...	
Florida	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	
Georgia	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	3	
Idaho	...	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	...	...	...	
Illinois	1	...	...	15	1	1	8	39	1	...	...	...	1	...	...	...	...	...	3	9	
Indiana	...	...	...	2	...	...	3	4	...	...	2	...	1	...	...	...	...	...	...	...	
Indian Ter	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	
Iowa	...	...	...	3	...	1	2	7	...	...	...	1	...	...	...	...	...	...	...	...	
Kansas	...	...	...	...	...	...	1	6	...	...	...	...	...	...	1	1	...	...	...	...	
Kentucky	...	...	...	1	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	
Louisiana	...	...	1	2	...	...	1	11	...	...	...	1	...	...	...	...	...	...	...	1	
Maine	...	...	...	2	...	...	1	5	...	1	...	...	...	...	...	...	...	...	...	...	
Maryland	...	1	...	1	...	2	2	7	...	1	...	...	1	...	...	...	...	...	2	...	
Massachusetts	...	...	...	23	...	1	1	40	...	1	...	...	...	1	...	...	...	...	...	1	
Michigan	...	...	...	28	1	1	3	12	...	...	...	2	...	...	...	1	...	...	1	1	
Minnesota	...	...	...	4	...	...	1	8	...	1	...	...	...	...	...	...	...	...	...	...	
Mississippi	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	
Missouri	...	...	...	7	...	...	6	14	...	...	...	...	...	...	...	...	...	...	...	...	
Montana	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	
Nebraska	...	...	...	...	...	...	2	8	...	...	...	...	...	...	...	...	...	...	...	...	
Nevada	...	...	...	...	1	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	
New Hampshire	...	...	...	1	1	1	...	3	...	...	...	...	...	...	...	...	...	...	2	...	
New Jersey	...	2	...	1	...	3	4	35	...	...	...	...	...	...	...	...	...	...	1	2	
New Mexico	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
New York	7	7	1	141	1	22	38	203	3	4	2	3	4	3	2	2	3	1	11	11	
North Carolina	...	...	...	1	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	
Ohio	...	...	...	12	...	1	19	24	...	2	...	1	...	1	...	1	...	...	...	2	
Oregon	1	...	...	1	...	...	...	6	...	...	...	...	...	...	...	1	...	...	...	...	
Pennsylvania	...	1	...	21	1	4	20	74	...	2	...	...	1	1	...	2	...	2	2	3	
Rhode Island	...	...	...	3	...	...	1	4	...	...	...	...	...	...	...	...	...	...	...	1	
South Carolina	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	
Tennessee	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	
Texas	1	...	...	...	...	...	1	8	...	...	...	...	...	...	...	...	...	...	...	1	
Utah	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	1	
Vermont	...	...	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Virginia	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	1	...	
Washington	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	
West Virginia	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	
Wisconsin	...	...	...	2	...	...	4	8	...	...	...	...	1	...	...	...	...	...	...	...	
Wyoming	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	
Total	12	11	2	289	8	42	131	629	4	13	4	8	10	6	4	9	3	5	29	40	1,2

TABLE 4.—*States and countries between which the unregistered mail was passing, and number of cases in which the loss could not be located.*

States and Territories.	Austria.	Belgium.	Central America.	Canada.	Denmark.	France.	Germany.	Great Britain.	Hungary.	Italy.	Mexico.	Netherlands.	Norway.	Russia.	Spain.	Sweden.	Switzerland.	South America.	U. S. of Colombia.	West Indies.	Miscellaneous.	Total.
Alabama	1			1			1	4			1		1									9
Arizona								1														1
Arkansas				1				1														2
California		1		8		2	14	59			2		1					2		1	10	100
Colorado				9			4	11								2					1	27
Connecticut				18		2	3	13		1						3		1			2	43
Dakota				4				9					1			1	1					16
Delaware				2				1													1	4
District of Columbia				2		3	3	8		2	1			1		1		1		1	2	25
Florida				2				9												1		12
Georgia				2			1	6						1						2	1	13
Idaho								2														2
Illinois	2	2		46	1	1	15	56		3	1	2	2	1		5		2			1	140
Indiana				5		1	5	7														18
Indian Ter.								3														3
Iowa				1			1	14	1													17
Kansas				4			1	14								1					1	21
Kentucky				3		1	4	10		1											1	20
Louisiana	1	2		3		6	4	9			1							1		2		29
Maine				9		1	1	8											1	2	2	24
Maryland		1		5			4	10												2		22
Massachusetts				79	1	8	7	72		4	1		1	2		1	1		2	5	6	185
Michigan				94			1	33		1		3		1		2					2	137
Minnesota	2			17		1	5	15					1					2				43
Mississippi								1														1
Missouri			1	11		2	7	17			1			1								40
Montana				1				8														9
Nebraska				2		1	2	9						1								15
Nevada				1																		1
New Hampshire				15		1	1	4												1		22
New Jersey		3	1	5		2	4	41		3				1	1		2	1	2		1	67
New Mexico				1				2														3
New York	8	7	1	250	5	62	125	380	3	17	22	2	3	6	2	14	7	9	8	53	28	1,012
North Carolina				1				3									1					5
Ohio	1			33		6	13	35	2	3	3	1						1		1		99
Oregon				3			2	2													2	9
Pennsylvania	6	2		45	1	12	29	139		5	1			2	1	2	3	3	2	3	6	263
Rhode Island				7		2		34		1						1					1	46
South Carolina								3		1												4
Tennessee				2		1	1	2														6
Texas		2				1	1	13			8		1			1	1				2	25
Utah								7														7
Vermont				5				2														7
Virginia		1		3			2	11				1						1	1			20
Washington		1		2			2	9														14
West Virginia				3			1	2														6
Wisconsin				5		1	9	15				1		1								32
Wyoming								2														2
Total	21	22	3	710	8	113	273	1,116	6	12	37	10	11	17	5	34	19	22	15	74	70	2628

SUMMARY.

Number of cases (Class F) on hand at close of the fiscal year 1888 as unfinished	2,750
Number of new cases reported during the fiscal year 1889	10,571
Total	13,322
Number of such cases closed for the year (the necessary inquiries having been concluded)	10,809
Number remaining unfinished in the course of investigation July 1, 1889	2,072
Total	13,322
Cases involving registered articles closed without loss, or in which losses were made good	5,847
Registered articles where no recovery of loss was made, or place and manner of the loss could not be located	207
Number of cases involving unregistered mail matter in which inquiries demonstrated that no loss had been sustained, or the missing articles were discovered by means of the inquiries made and restored to owners	1,258
Number of unregistered articles which could not be traced or their loss accounted for	2,628
Number of cases where registered matter was received from one foreign country and passed in transit through the United States to another foreign country which became the subject of inquiries and not enumerated in the foregoing tables, no actual losses having been sustained	267
Number of cases regarding miscellaneous complaints of non-payment of customs duty, forwarding of lottery circulars from foreign countries for delivery in the United States, irregularities in the issue or payment of foreign money-orders, and other cases not heretofore enumerated	602
Total number of Class F cases receiving treatment for the year	10,809

In the foreign correspondence necessary to the consideration of the F cases a large number of communications are received requiring translations, which have been kindly furnished by the office of the Superintendent of Foreign Mails.

It has been found expedient to treat foreign cases (class F) by correspondence in the office of Chief Inspector, in order that the necessary foreign inquiries and replies may have immediate attention; and by this means, when simple or routine inquiries develop into serious depredation cases, or point to dishonest or careless practices on the part of postal employés, no time is lost in placing the investigation in the hands of the proper post-office inspector operating on domestic cases of a similar character; and the information from abroad, which he may need, is obtained by this office in connection with its general foreign correspondence. The practice of making foreign inquiries regarding mail matter appears to be universal with all the administrations of the Postal Union; and the number of such inquires received by this office from foreign departments is nearly equal to the number of cases which arise from domestic complaints and call for foreign inquiries by this office. Involving registered matter, the largest number of inquiries originate with the German department, and of ordinary mail the largest number of inquiries received from any one foreign department originate with Great Britain. The proximity of the United States to Canada and Mexico gives rise to a large number of inquiries from this office for mail matter addressed to those countries. The number of cases remaining on hand, unfinished, at the end of each year is large, for the reason that time is required to receive replies from abroad, especially as the cases require careful inquiry, and in some instances a protracted investigation, before the facts can be determined to make the reply definite and satisfactory.

EXHIBIT F.—*Statement of the receipt and disbursement of moneys collected and recovered on account of losses in the mails during the fiscal year* 1889.

RECEIPTS.

Balance remaining over unexpended from the fiscal year 1888 (being moneys recovered during previous fiscal years)	$688.23
Total amount collected and recovered and received at the Department from July 1, 1888, to and including June 30, 1889	16,406.42
Total	17,094.65

DISBURSEMENTS.

Total amount disbursed on account of reported losses in registered cases	807	A	$13,033.34	
Total amount disbursed on account of reported losses in ordinary cases	109	B	583.00	
Total amount disbursed on account of reported losses in miscellaneous cases	6	C	145.50	
Total amount disbursed on account of reported losses in foreign cases	30	F	749.91	
				14,511.75
Total number of cases settled	952			
Balance remaining over unexpended at the ending of the fiscal year 1889				2,582.90

I desire to call your attention to the fact that an increase in the annual appropriation for mail depredations and post-office inspectors should be made.

This is an absolute necessity to the end that the number of inspectors necessary to the proper performance of the increased work of this service may be employed and more satisfactory results obtained, which, with the limited number of inspectors now on the force, is impossible.

The current work of this service has kept pace with the steady increase of the postal service throughout the country; yet the average number of inspectors employed for several years past has remained very nearly the same—with the exception of the fiscal year 1888, when the appropriation was increased from $200,000 to $300,000, with the object of causing the inspection of offices of the fourth class (numbering at that time 54,874), which was not possible in previous years with the appropriation then available.

The appropriations made to sustain this service for the fiscal years 1883, 1884, 1885, 1886, 1887, and 1889, were $200,000.

The records show an increase in the number of cases investigated during the fiscal year 1889 over 1888 of—

Class A (covering complaints of loss in the domestic registered mail), 1,740 cases, or 36 per cent.

Class B (covering complaints of losses in the domestic ordinary mail), 2,662 cases, or 6 per cent.

Class C* (covering complaints of a miscellaneous character), 1,078 cases, or 13 per cent.

Class F (covering losses in the foreign and domestic mails), 816 cases, or 8 per cent.

Or an average increase of all character of cases of 16 per cent.

For the purpose of showing the extent of the growth of work in this service I will state that the increase in the number of all classes of cases during this fiscal year over 1883 is 19,626, or a percentage of increase of 36¼. For the first quarter of the present fiscal year (1890) over the corresponding quarter of the previous year there is shown to be a per-

*The inspection of fourth-class post-offices not included. The figures are based on current or regular work.

centage of increase of 23, based upon the following actual showing of increased number of cases referred, viz:

Class A, domestic registered cases, 302 (increase, 26 per cent.).
Class B, domestic ordinary cases, 2,483 (increase, 25 per cent.)
Class C, domestic miscellaneous cases, 749 (increase, 32 per cent.).
Class F, foreign, registered, and ordinary, 178 (increase, 8 per cent.).

At the same ratio of increase for the first quarter of the present fiscal year (1890) the percentage of increase of the character of cases above specified for the entire fiscal year 1890 over the fiscal year 1889 would be about 92.

The inspection of fourth-class offices was discontinued under the last administration, owing to the insufficient number of inspectors available with which to attend to the regular current work and that class of inspections at the same time; and, as a result, 6,000 of these were called in by my predecessor and closed upon the files as unfinished business, and it was found impracticable to cause inspections of this class in Arizona Territory, Arkansas, Dakota Territory, Iowa, Kentucky, Montana Territory, Nevada, North Carolina, South Carolina, Washington Territory, West Virginia, and Wyoming (in which States and Territories there was a total number of 11,835 offices of the fourth class).

The change of administration has increased the volume of work in this service to a considerable extent, requiring, in many instances, the services of the inspectors in the installation of newly appointed postmasters into office, investigation as to the validity of their official bonds, etc., all of which is additional to the regular work.

My predecessor urged upon the Postmasters-General under the last administration the necessity of restoring the appropriation for this service for the fiscal years 1889 and 1890 to the sum appropriated for the fiscal year 1888, viz, $300,000, which was recognized and individually approved by them, but their recommendations were not adopted by Congress.

I hereby urgently recommend that Congress be asked to make an appropriation of the sum of $300,000 for the force of post-office inspectors and mail depredations for the fiscal year ending June 30, 1891.

I have to call your attention to the fact that the burglarizing of post-offices is on a steady increase throughout the country, demanding the attention of this Department in no uncertain manner. If a standing reward for the arrest and conviction, in any United States or State court, of any person charged with such crime, was offered by the Department, I am confident it would have a wholesome effect.

A comparison of the following statistics will show the steady increase of such cases; and the marked increase during the fiscal year just passed over the fiscal year 1888, furnishes a good reason for some decided action being taken, with the view of checking it, to wit:

Post-offices reported burglarized during the fiscal years—

1885	459
1886	487
1887	620
1888	683
1889	849

showing an increase of 84 per cent. during the last fiscal year over the fiscal year 1885, and of 24 per cent. over that of 1888.

Of the above number of burglaries reported to the Department, there were arrested by the inspectors of this service and others (as will be shown by Exhibit A, page 27, of the annual report for the fiscal year 1888), during the fiscal years 1885, 1886, 1887, 1888, and 1889, 89, 79,

132, 172, and 184 persons, respectively. It will be noted that the increase of burglaries during the fiscal year 1889 over 1888 is 24 per cent., while the percentage of increase of arrests of that class of offenders is but 7.

On January 1, 1889, the total number of post-offices in the country was 58,111. The number of inspectors paid from the appropriation for mail depredations was 61. The offices most exposed to the burglar are those of the smaller classes, of which there were at the same date 57,517. It is manifestly impossible for the force of inspectors to closely watch all of these offices, and be upon the ground soon after a burglary has been committed. The offer of a small reward for arrest and conviction would spur local officers to greater activity in the pursuit of these offenders and would undoubtedly result in the capture of a greater number; whereas, at present the feeling that the loss is the Government's and not personal to the postmaster, has a tendency to make local authorities less zealous in their endeavors to pursue and arrest the criminals.

I recommend, therefore, a special appropriation of $25,000 for the payment of rewards for the apprehension and conviction of post-office burglars, and also to include in the same provision for the payment of rewards for the apprehension and conviction of highway, stage, and train robbers, which are, under your order No. 226, dated August 29, 1889, now paid out of the appropriation for the salaries and expenses of inspectors of this service, and it is desired that the said appropriation be relieved to that extent.

In conclusion, I beg to state that the increase in the annual appropriation asked for is absolutely necessary for the proper discharge of the duties of the inspective force and in the best interests of the whole mail service.

Respectfully submitted.

E. G. RATHBONE,
Chief Post-Office Inspector.

Hon. JOHN WANAMAKER,
Postmaster-General.

REPORT

OF THE

TOPOGRAPHER,

POST-OFFICE DEPARTMENT,

FOR 1889.

tories, have hitherto been regarded as preliminary, and, as their topographical features do not conform to the public-land surveys (inaccurate and not authentic) should be superseded by new compilations. To accomplish this, however, a sufficient draughting force should be employed to replace these maps as rapidly as possible, in order to avoid the accumulating additions and corrections in post-offices, routes, railroads, etc. As the draughting force of this office was reduced two in number a few years ago, and with a view to replace the old, worn-out, and incorrect maps by new compilations, I have included in the estimate for the next fiscal year two additional skilled draughtsmen.

GENERAL DUTIES OF THE TOPOGRAPHER'S OFFICE.

The general duties of this office may be referred to the following three distinct or separate divisions:

1. *Construction of new maps.*—The map work consists in the construction (projection and compilation) of the original drawings of the post-route maps of the general edition to replace old, worn-out, and inaccurate maps, and the tracing and lettering of the same for photolithography; preparing special drawings of enlarged sub-maps of the environs of the principal cities, where the territory embraced in these special drawings is overcrowded on the general edition of post-route maps; preparing sample diagrams of special editions of States and Territories for the Railway Mail Service, for the use of the employés of that service, exhibiting the railway postal lines and their connecting side mail routes; examining and testing the correctness of all new photolithographic maps received from the contractors.

2. *The preparation of the successive editions of printed post-route maps of the United States.*—In the preparation of the successive bi-monthly editions of the sheets of the printed maps, all the recorded orders in regard to the sites of post-offices and their mode of supply are transferred to the working maps, correction sheets, and sample sheets. This exhibit is also regularly transferred to the numerous sets of diagrams required for reference in the daily business at the headquarters of the Post-Office Department.

3. *Miscellaneous routine work.*—This routine work consists in the issuing of copies of printed post-route maps to the agents of the Post-Office Department, to purchasers, to members of both houses of Congress, etc., and the correspondence connected therewith; the computing and certifying of post-route distances for the settlement of questions of mileage required by public officers, furnishing lists of counties in the United States, and list of distances of the shortest post-routes between the larger and more important places; mounting maps in different forms, correcting and keeping up the published editions to date by the map correctors; preparing color guides, which show the frequency of service, county and State boundaries, for the contractor; entering in duplicate the establishments and changes in post-offices in books classified by States, etc., for the use of the draughtsmen, and the general correspondence of the office.

WORK PERFORMED IN THE TOPOGRAPHER'S OFFICE, WITH STATEMENT OF ISSUES OF POST-ROUTE MAPS DURING THE FISCAL YEAR ENDING JUNE 30, 1889.

(1) In the preparation and publication of post-route maps during the year ending June 30, 1889, the draughting force of this office has transferred to working maps, correction sheets, and sample sheets 4,727 es-

tablishments and changes in post-offices, and of changes in service 8,400, in all 13,127 corrections.

(2) Twelve thousand two hundred and fifty-six sheets of post-route maps, consisting of 4,571 maps of States and Territories in combined form, have been distributed during the last fiscal year. The greater part of the distribution was to postmasters, post-office inspectors, officers and clerks of the Railway Mail Service and other agents of the Department, the remainder being furnished on request to Senators and members of the House of Representatives, committees of Congress, purchasers, educational and scientific institutions, etc. Thirty-six per cent. of these maps were backed and mounted on rollers or bound in folio or octavo, and, when issued, have always been corrected up to date.

The sales of maps, as authorized by law, amounted, during the past fiscal year, to $1,994.

Eight thousand and five hundred sheets, consisting of 11 special diagrams of States and Territories, have been furnished to the General Superintendent of the Railway Mail Service. It being found impracticable and too expensive to supply the numerous employés (postal-car clerks and others) of that service with the elaborate maps of the general edition, cheap special editions, showing the railroad system with all necessary side connections, are prepared from the base stones of the general edition by making new transfers from the same of such portions as are required by the Railway Mail Service and printing them in black only.

(3) For the daily use of the officers and corresponding clerks of the contract office, and of the appointment office, for the General Superintendent of the Railway Mail Service and topographer, twelve complete sets of postal diagrams, comprising three hundred and three maps, have been kept up by hand, showing the changes in the service once a month. In addition to this series of diagrams, there have been brought up, at longer intervals than a month, two hundred and fifty-three maps for the use of the Postmaster-General, chief inspection division, and other officers of the Department.

(4) The miscellaneous correspondence comprised four thousand five hundred and forty-nine letters, written upon the various subjects pertaining to the detail of the office. The number of letters received was four thousand five hundred and thirty-two.

In order to procure correct information in regard to lines of railroads, one hundred and fifty-two letters of request have been addressed to engineers and other officers of the railroads, inclosing a tracing or map of the section of country through which the road passes, to have marked thereupon, or upon a map of their own, the correct line, with intermediate distances, for transference to the maps of this Department.

One thousand and ninety circular queries have been sent to postmasters to obtain the location of their offices in instances when the data reported from the appointment office have been inadequate.

The calls for certificate of distances by post-routes, required in the settlement of mileage accounts by officers of the public service, have received prompt attention. During the past fiscal year 1,118 letters have been answered, covering 1,657 queries.

(5) New maps of Maine in one-sheet form, California and Nevada in four-sheet form, have been completed during the past fiscal year to replace former copies which required new compilations.

During the current fiscal year new maps of New England in two-sheet form, New York in four-sheet form, and Texas in two-sheet form

(in course of preparation during the past fiscal year) have been completed and published.

All of these maps were reproduced by photolithography, and show all the post-offices, the mode of supply, their intermediate distances, the frequency of mail service as actually in operation at the beginning of each month, also county and State boundaries in colors.

Four submaps on an enlarged scale have been photolithographed and transferred to their respective base stones of the general edition.

There are now in preparation a new map of North and South Dakota in two-sheet form, Oregon and Washington in two-sheet form, and a new map of Ohio and Indiana in process of completion.

I respectfully submit that, in the appropriation bill, the usual proviso be inserted that the Postmaster-General may authorize the sale of post-route maps to the public at cost, the proceeds to be used as a further appropriation for the preparation and publication of post-route maps.

It is with pleasure that I acknowledge the valuable assistance given in the work by the force of draughtsmen and employés of the topographer's office.

A condensed statement of the work performed in the topographer's office for the fiscal year ending June 30, 1889, is herewith added.

Very respectfully,

C. ROESER, Jr.,
Topographer, Post-Office Department.

Hon. JOHN WANAMAKER,
Postmaster-General, Post-Office Department.

Condensed statement of work performed in the Topographer's office during the fiscal year ending June 30, 1889.

Diagrams "kept up" monthly for Post-Office Department	303
Diagrams "kept up" at longer intervals than a month	253
Corrections and additions on post-route maps, consisting of establishments and changes in post-offices and changes in service	13,127
Letters received	4,532
Letters written	4,549
Railroad letters and tracings sent out	152
Certificate of distances furnished	1,118
Circular queries to postmasters	1,090

Detailed statement of post-route maps issued during the fiscal year ending June 30, 1889.

To whom furnished.	Number of maps or sheets of post-route maps during the year ending June 30, 1889.		Number of maps during the fiscal year ending June 30, 1888.
	Maps.	Sheets.	
Postmasters	632	1,635	473
Post-office inspectors	125	319	106
The Railway Mail Service (besides diagrams)	2,027	5,736	2,045
Post-Office Department (officers and clerks)	471	1,254	235
Officers of other Government Departments	274	696	81
Miscellaneous: Including Senators and Members of the House of Representatives, committees of Congress, educational and other scientific institutions, etc., and maps sold to private parties	1,042	2,616	1,227
Total	4,571	12,256	5,167

REPORT

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL

FOR THE

FISCAL YEAR ENDING JUNE 30, 1889.

REPORT

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November —, 1889.

SIR: I have the honor to submit the following report of the work of this Bureau for the fiscal year ended June 30, 1889:

APPOINTMENT DIVISION.

Statement showing the number of post-offices established and discontinued, the number of postmasters appointed, and the increase or decrease as compared with the previous year:

Post-offices.	June 30, 1888.	June 30, 1889.	Increase.	Decrease.
Number of post-offices established during the year	3,864	2,770	.....	1,094
Number of post-offices discontinued during the year	1,645	1,147	.....	498
Net decrease over previous year	2,219	1,623	.....	596
Whole number of post-offices	57,376	58,999	1,623	.....
Number filled by appointment of the President	2,488	2,684	196	.....
Number filled by appointment of the Postmaster-General	54,888	56,315	1,427	.....

Appointments during the year.

Appointments.	June 30, 1888.	June 30, 1889.	Increase.	Decrease.
On resignations and commissions expired	6,521	8,854	2,333	.....
On removals	1,244	7,853	6,609	.....
On deaths of postmasters	659	553	.....	106
On establishment of post-offices	3,864	2,770	.....	1,094
Total	12,288	20,030	8,942	1,200

Total number of appointments during the year	20,030
Total number of post-offices discontinued	1,147
Number of names and sites changed	1,021
Total number of cases acted upon during the year	22,198

By reference to the above table it will be seen that the number of postmasters appointed during the year ending June 30, 1889, was 20,030, of which 8,854, were upon resignations and commissions expired; 7,853 upon removals; 553 to fill vacancies by death; and 2,770 upon establishment of new post-offices.

There were also 1,147 post-offices discontinued during the year, and the names and sites of 1,021 were changed.

The increase and decrease in the number of post-offices, arran sections, States, and Territories, were as follows:

	Increase.	Decrease.	Net increase for 1889.
New England States.			
Maine	19		
New Hampshire	11		
Vermont	2		
Massachusetts	10		
Rhode Island		1	
Connecticut	5		
Total	47	1	46
Middle States and District of Columbia.			
New York	43		
New Jersey	13		
Delaware	6		
Maryland	26		
Pennsylvania	121		
District of Columbia	2		
Total	211		211
The three States and the Territories of the Pacific Slope.			
Oregon	29		
California	79		
Nevada	2		
Washington	23		
Arizona	4		
Alaska			
Total	137		137
Southern States and Indian Territory.			
Virginia	62		
West Virginia	38		
North Carolina	84		
South Carolina	51		
Georgia	69		
Florida	48		
Alabama	76		
Mississippi	44		
Louisiana	47		
Texas	61		
Arkansas	37		
Missouri	44		
Tennessee	74		
Kentucky	64		
Indian Territory	26		
Total	825		825
The ten States and six Territories of the West and Northwest.			
Ohio	48		
Indiana	14		
Michigan	71		
Illinois	52		
Wisconsin	35		
Iowa	38		
Minnesota	33		
Kansas		6	
Nebraska	4		
Colorado	53		
Dakota	15		
New Mexico	1		
Montana	7		
Wyoming	12		
Idaho	14		
Utah	14		
Total	410	6	404

It will be observed that the largest increase in the number of post offices in any of the States and Territories the past year was 121 in Pennsylvania.

The largest increase the previous year was 158 in North Carolina.

The only States in which there was a decrease in the number of post-offices were, Kansas 6, and Rhode Island 1.

The following statement shows that there were ten States each having upwards of two thousand post-offices in operation on June 30, 1889, also the number of Presidential and Money-Order offices in operation in those States on that date:

States.	Whole number of post-offices.	Number of Presidential post-offices.	Number of money-order post-offices.
Pennsylvania	4,340	192	465
New York	3,317	236	549
Ohio	2,956	154	531
Virginia	2,543	42	135
Illinois	2,352	191	647
North Carolina	2,352	28	138
Missouri	2,255	85	384
Tennessee	2,118	32	132
Texas	2,106	78	331
Kentucky	2,041	43	129

By the annual adjustment of the salaries of postmasters, which took effect July 1, 1889, 46 offices of the third class were reduced to the fourth class, and 15 offices of the fourth class were assigned to the third class, leaving 2,652 Presidential offices in operation at the beginning of the present fiscal year, which, in accordance with law, were classified as follows:

First class	102
Second class	517
Third class	2,033
Total	2,652

The number of money-order offices in operation at the close of the fiscal year was 8,583, an increase of 472 over the number reported the previous year.

The number of money-order stations in operation July 1, 1889, was 144, an increase of 14 over the previous year.

The number of postal-note offices in operation July 1, 1889, was 557.

The total number of cases acted upon during the year was 21,198.

For further information relative to the establishment of post-offices, the appointment of postmasters, etc., reference is made to the tabulated statements marked B, C, and D, appended to this report.

DIVISION OF SALARIES AND ALLOWANCES.

DUTIES ASSIGNED TO THE SALARY AND ALLOWANCE DIVISION.

An outline of the duties assigned to the Salary and Allowance Division may be stated as follows:

The most important duties are the adjustment of the salaries of Presidential postmasters, or postmasters of the first, second, and third classes; consideration of applications for allowances for clerk hire, rent, fuel, light, furniture, miscellaneous and incidental expenditures; ex-

amination of the quarterly returns, or accounts of postmasters at offices of the first and second class before they are finally passed by the Auditor of the Treasury for the Post-office Department; the regulation of the salaries and duties of the employés necessary for the proper transaction of the postal business in the first and second class post-offices; the supervision and regulation of the box-rent rates and deposits for keys for lock-boxes, and the large and constantly increasing correspondence relative to the subject-matters stated above.

Additional duties have been assigned to the Salary and Allowance Division by the act of Congress approved June 29, 1886, which took effect July 1, 1886, providing that clerks doing money-order business at offices of the first and second-classes shall be compensated from the allowance for clerk-hire, and that the commissions accruing on money-order business from the date named shall be returned as a part of the revenue of the Department.

The act of Congress approved March 3, 1883, which requires an *annual* adjustment of the salaries of Presidential postmasters to take effect at the beginning of each fiscal year (July 1) instead of a *biennial* adjustment, as heretofore authorized, has also largely increased the work of this division. The *sixth annual* adjustment of the salaries of Presidential postmasters was made upon the basis of the gross receipts accruing at the respective offices for the four quarters ended March 31, 1889.

The work of the Salary and Allowance Division has also been increased by the acts of Congress approved July 24, 1888, and March 3, 1889, providing for allowances for rent, fuel, and light for third-class post-offices, or offices whereat the salaries of postmasters are fixed from $1,000 to $1,900 per annum. By the recent adjustment of salaries of Presidential postmasters, which took effect July 1, 1889, 2,033 offices were assigned to the third-class, being an increase of 125 offices, as compared with the number of offices assigned to this class July 1, 1888.

Additional duties of an important character have been assigned to this division on account of the act of Congress approved March 2, 1889, relative to the classification and the fixing of the salaries of the clerks attached to first and second class post-offices from July 1, 1889. By the adjustment made in accordance with law, 102 offices were assigned to the first class and 517 to the second class, making a total of 619 offices coming within the provisions of the classification act of March 2, 1889, in effect July 1, 1889.

The various operations of the Salary and Allowance Division during the past year are submitted in tabulated form as follows:

Tabulated statement of the operations of the Salary and Allowance Division for the fiscal year ended June 30, 1889.

Items.	Fiscal year 1888-'89.	
	Total number.	Aggregate of allowances.
Number of letters received	33,326	
Number of letters written	40,501	
Number of circular-letters sent out	17,985	
Number of allowances for clerk-hire made	6,659	
Total amount allowed for clerks in post-offices		$5,942,314.6
Number of allowances for clerk-hire declined	2,816	
Number of allowances for rent, fuel, and light made	7,402	
Total amount allowed for rent, fuel, and light		879,382.5
Number of allowances for rent, fuel, and light declined	1,192	

Tabulated statement of the operations of the Salary and Allowance Division, etc.—Cont'd.

Items.	Fiscal year 1888-'89.	
	Total number.	Aggregate of allowances.
Number of allowances for miscellaneous items made	10,068	
Total amount allowed for miscellaneous items		$92,325.31
Number of allowances for miscellaneous items declined	2,646	
Number of allowances for furniture made	780	
Total amount allowed for furniture. (See amount miscellaneous.)		
Number of allowances for furniture declined	1,002	
Number of allowances for advertising made	250	
Total amount allowed for advertising		11,509,36
Number of allowances for advertising declined	332	
Number of cases sent to chief post-office inspector for information	516	
Number of fourth-class offices reported by the Auditor, where the annual compensation of the postmaster amounts to $1,000, exclusive of money-order commissions	281	
Number of fourth-class offices assigned to the Presidential class	198	
Aggregate amount required to pay the salaries of postmasters at the above Presidential offices (198) for one year		214,700
Number of special adjustments of postmaster's salaries	199	
Aggregate sum required to pay the above increased salaries for one year		214,800
Number of postmasters' salaries reduced and discontinued	2	
Aggregate amount saved by salaries reduced and discontinued, as above		3,800
Total number of salaries of postmasters adjusted during the year	2,965	
Aggregate amount of salaries involved in the adjustments (2,965), as above		4,643,900
Number of first-class post-offices (salary of postmaster $3,000 to $6,000 a year)	102	
Number of second-class post-offices (salary of postmaster $2,000 to $2,900 a year)	517	
Number of third-class post-offices (salary of postmaster $1,000 to $1,900 a year)	2,033	
Total number of Presidential post-offices June 30, 1889	2,652	
Total amount required for salaries Presidential postmasters, as above (2,652), for one year		4,429,100
Allowance for clerk-hire reduced and discontinued	109	
Amount saved by clerk-hire reduced and discontinued		21,360
Allowances for rent, fuel, and light reduced and discontinued	104	
Amount saved by rent, fuel, and light reduced and discontinued		31,780
Number of employés (average)	9.5	
Number of employés, review of postmasters' salaries (average)	1	

The letters received during the fiscal year ended June 30, 1889, amounted to 33,326, being an increase of 1,870, or 5.9 per cent., as compared with 1888; 40,501 letters were written, being an increase of 3,060, or 8.2 per cent., as compared with the number written in 1888; 17,985 circular letters were sent out, being a reduction, as compared with 1888, of 10,034. The falling off in the number of circulars was owing to the fact that the work of reviewing the salaries of postmasters and ex-postmasters of the third, fourth, and fifth classes was practically completed.

Six thousand six hundred and fifty-nine allowances for clerk-hire were made, being an increase of 1,182, or 21 per cent., as compared with 1888; 2,316 applications for clerk-hire were declined.

Seven thousand four hundred and two allowances for rent, fuel, and light were made, being an increase of 5,260, or 245.6 per cent., as compared with 1888. This large increase was occasioned by allowances for rent, fuel, and light authorized by the Congress in the act approved July 24, 1888, for offices of the third class, and also by the fact that the allowances for fuel and light for first and second class offices were re-adjusted. One thousand one hundred and ninety-two allowances for rent, fuel, and light were declined, being an increase of 405, or 51.5 per cent. as compared with 1888. This increase was occasioned by a large number of applications for allowances for rent, fuel, and light from postmasters at third-class *offices, which could* not be complied with under

existing law, the maximum limitation for rent being $300, and for fuel and light $60 a year.

Ten thousand and sixty-eight allowances for miscellaneous items were made, being an increase of 1,943, or 23.9 per cent., as compared with 1888. Two thousand six hundred and forty-six allowances for miscellaneous items were declined, being a decrease of 142, as compared with 1888. Seven hundred and eighty allowances for furniture were made, being an increase of 32, or 4.3 per cent., as compared with 1888. Two hundred and fifty allowances for advertising were made, being an increase of 24, or 10.6 per cent., as compared with 1888. Three hundred and thirty-two applications for allowances for advertising were declined, chiefly on account of the limited appropriation. Two hundred and eighty-one post-offices of the fourth class were reported by the Auditor, whereat the annual compensation of the postmaster amounted to $1,000 for the four consecutive quarters, exclusive of money-order commissions. Of this number 199 offices were assigned to the third class; the aggregate salaries of the postmasters thereat making a total of $214,700. The special adjustments of postmasters' salaries number 199, involving the aggregate amount of $214,800 for salaries of postmasters. Two offices of the third class were discontinued during the year, making a saving of $3,300 for salaries discontinued.

The total number of salaries of Presidential postmasters adjusted during the year amounted to 2,965, and the aggregate amount involved for salaries in all the adjustments amounted to $4,643,900. One hundred and nine allowances for clerk-hire were reduced or discontinued, making a saving of $21,360; 104 allowances for rent, fuel, and light were reduced or discontinued, involving a saving of $31,784.

A tabulated statement is herewith respectfully submitted, showing the operation of the Salary and Allowance Division for the fiscal years 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, and 1889, with the increase of work since 1880.

Table showing volume of business transacted in the Salary and Allowance Division, office of the First Assistant Postmaster-General, for the fiscal years ended June 30, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, and 1889, and increase of work since 1880.

Items.	Fiscal year ended June 30—										Increase of work since 1880.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
Number of letters received	4,898	4,255	8,806	10,520	17,837	21,873	24,081	29,834	31,456	33,326	28...
Number of letters answered	5,160	4,751	7,398	10,002	21,393	23,332	30,105	35,568	27,441	40,501	35...
Number of circular letters sent out	.....	.....	13,503	14,483	21,228	24,944	15,086	25,314	28,019	17,965	17...
Number of allowances for clerk-hire made	1,336	1,694	2,280	2,758	3,917	3,352	3,412	4,737	5,477	6,650	5...
Number of allowances for clerk-hire declined	1,929	1,603	1,694	2,604	1,319	1,688	1,727	2,455	2,148	2,316	
Number of allowances for rent, fuel, and light made	392	379	499	2,461	2,518	1,690	1,853	1,359	2,142	7,402	...
Number of allowances for rent, fuel, and light declined	223	144	171	622	967	507	668	689	787	1,192	
Number of allowances for miscellaneous items made	484	703	3,177	4,970	4,551	4,709	4,983	6,726	8,125	10,068	9...
Number of allowances for miscellaneous items declined	96	534	855	2,501	1,613	1,356	2,130	3,131	2,783	2,646	2...
Number of allowances for furniture made	166	117	258	543	647	578	523	654	748	780	
Number of allowances for furniture declined	596	337	244	915	779	595	720	907	919	1,002	...
Number of allowances for stationery made	615	635	2,628	3,239	(2)	.....	.....	.....	.....	.....	.....

[1] Decrease.

[2] Transferred to division of post-office supplies.

Table showing volume of business transacted in the Salary and Allowance Division, office of the First Assistant Postmaster-General, etc.—Continued.

Items.	Fiscal year ending June 30—										Increase of work of 1889 over 1880.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
Number of allowances for stationery declined	19	19	[1]18	1,128	207	50	[1]28	.....	.....	.....	.....
Number of allowances for advertising made	.....	.....	21	368	218	232	240	207	226	250	250
Number of allowances for advertising declined	.....	.....	39	120	116	130	214	243	342	332	332
Number of cases referred to the Chief Post-office Inspector	48	34	189	368	283	89	278	426	459	516	468
Number of special adjustments postmasters' salaries	.....	251	238	349	328	.....	.....	.....	201	199	199
Number of biennial adjustments postmasters' salaries	1,764	.....	2,012	.....	4,875	.....	.....	.....	.....	.....	.....
Number of fourth-class post-offices reported by the Auditor, where the annual compensation of the postmaster amounts to $1 000, exclusive of money-order commissions	117	152	192	298	228	44	57	118	210	281	164
Number of Presidential offices relegated to the fourth-class	.....	.....	9	15	97	134	45	22	28	.....	.....
Number of fourth-class offices assigned to the third-class	99	113	145	174	248	44	57	118	197	198	99
Number of lease cases prepared	.....	.....	33	176	37	[2]	.....	.....	.....	.....	.....
Number of leases in operation	.....	.....	313	228	298	[2]	.....	.....	.....	.....	.....
Number of cases of all kinds made special	.....	117	787	378	194	161	.....	.....	.....	.....	.....
Discontinued rent, fuel, and light	.....	.....	5	22	217	110	107	76	107	104	104
Discontinued clerk-hire	.....	.....	17	217	92	726	122	1,107	552	109	109
Number of Presidential post-offices	1,764	1,863	2,003	2,176	2,323	2,233	2,244	2,336	2,502	2,652	888
Number of claims for re-adjustment of postmasters' salaries, under act of March 3, 1883	.....	.....	.....	6,537	26,892	16,521	11,897	11,189	.....	.....	.....
Number of railway mail allowances made	.....	[3]74	.....	.....	.....	.....	.....	.....	.....	.....	.....
Number of employés (average)	3	3	4	5	7	[4]15	[4]13	[5]17.6	[6]15.5	[7]10.5	.....

[1] Relates to stationery fiscal year ended June 30, 1883.
[2] Transferred to law and lease clerk.
[3] Transferred to office of the Second Assistant Postmaster-General.
[4] 8 employés on review of postmasters' salaries (1885 and 1886).
[5] 11+ employés on review of postmasters' salaries (1887).
[6] 9+ employés on review of postmasters' salaries (1888).
[7] 1+ employés on review of postmasters' salaries (1889).

ADJUSTMENT OF PRESIDENTIAL POSTMASTERS' SALARIES.

The act of Congress, approved March 3, 1883, provides for annual adjustments of the salaries of Presidential postmasters instead of biennial adjustments, as required by previous acts of Congress. In compliance with the existing law the sixth annual adjustment of the salaries of Presidential postmasters, or postmasters at first, second, and third-class post-offices, was made upon the basis of the gross receipts which accrued at the respective offices for the four quarters ended March 31, 1889, to take effect July 1, 1889.

This adjustment, it should be observed, was made upon the basis of receipts for one year, or four quarters, at the two-cent, or reduced rate of letter postage. The salaries of 2,698 postmasters were reviewed. The adjustment resulted in 102 offices being assigned to the first-class, 517 second-class, and 2,033 third class. This was a net increase of 5 first-class offices, 20 second-class offices, and 125 third-class offices from the 1st of July. Under the operation of the act of March 3, 1883, 80 offices were assigned from the fourth to the third-class Oc-

tober 1, 1888; 72 offices January 1, 1889; 31 offices April 1, 1889; and 15 offices July 1, 1889, making a total of 198 additional third-class offices. Forty-six offices (all third-class) were relegated to the fourth-class, making the total number of Presidential offices from July 1, 1889, 2,652, an increase of 150 offices, or 6 per cent., as compared with the number of offices July 1, 1888. The aggregate amount required to pay the salaries of Presidential postmasters from July 1, 1889, is $4,429,100, an increase of $226,300, or 05.4 per cent., as compared with the same item from July 1, 1888.

The grand total of gross receipts which accrued at the Presidential post-offices for the four quarters ended March 31, 1889, amounted to $41,754,078, being an increase of $3,255,090, or 08.5 per cent., as contrasted with the receipts as shown by the adjustment which took effect July 1, 1888.

The aggregate of the salaries of Presidential postmasters will absorb 10.61 per cent. of the revenue of the Presidential offices, being 0.31 per cent. less than the percentage shown by the review of 1888.

The grand total of gross receipts which accrued at these offices for the four quarters ended March 31, 1889, is 75.42 per cent. of the revenue of the Department for the same period.

The classificatiop of Presidential post-offices, in accordance with the requirements of the act of Congress approved March 3, 1883, in effect July 1, 1889, is shown in the following tabulated statement.

First class:				
Total number June 30, 1889			97	
Number relegated to second class, July 1, 1889	2			
Number of second advanced to first, July 1, 1889	7			
Net increase, first class, July 1, 1889		5	5	
Total number first class, July 1, 1889			102	102
Second class:				
Total number, June 30, 1889			497	
Number of second advanced to first, July 1, 1889	7			
Number of second relegated to third, July 1, 1889	11			
Number of first relegated to second, July 1, 1889	2			
Number of third advanced to second, July 1, 1889	36			
Net increase, second class, July 1, 1889		20	20	
Total number, second class, July, 1, 1889			517	517
Third class:				
Total number, June 30, 1889			2,089	
Number of third advanced to second, July 1, 1889	36			
Number of third relegated to fourth, July 1, 1889	46			
Number of second relegated to third, July 1, 1889	11			
Number of fourth advanced to third, July 1, 1889	15			
Net decrease, third class, July 1, 1889		56	56	
Total number, third class, July 1, 1889			2,033	2,033
Grand total Presidential post-offices (first, second, and third classes), July 1, 1889				2,652

The number of offices, aggregate of salaries of Presidential postmasters, and aggregate gross receipts arranged by classes, in effect July 1, 1889, are shown as follows:

Class.	Office.	Aggregate salaries.	Aggregate gross receipts.
First class	102	$360,700	$26,375,553
Second class	517	1,210,500	7,905,784
Third class	2,033	2,857,900	7,472,741
Totals	2,652	4,429,100	41,754,078

The several adjustments of the salaries of Presidential postmasters, made in accordance with the requirements of the act of March 3, 1883, which took effect October 1, 1883; July 1, 1884; July 1, 1885; July 1, 1886; July 1, 1887; July 1, 1888, and July 1, 1889, are shown in the following tabulated statement:

Date.	Number of Presidential post-offices.	Aggregate salaries of Presidential postmasters.	Average salary of Presidential postmasters.	Aggregate receipts which accrued at Presidential offices.	Per cent. of aggregate receipts absorbed for postmasters' salaries.	Per cent. of entire revenue of Department which accrued at Presidential offices.
October 1, 1883	2,195	$3,707,500	$1,689	$33,535,253.95	11.06	74.28
July 1, 1884	2,323	3,828,700	1,648	33,031,997.33	11.59	74.80
July 1, 1885	2,233	3,630,600	1,625	31,792,220.55	11.42	75.36
July 1, 1886	2,244	3,685,500	1,642	32,491,551.58	11.34	74.07
July 1, 1887	2,336	3,880,300	1,661	35,176,161.67	11.03	74.84
July 1, 1888	2,502	4,202,800	1,680	38,496,987.86	10.92	74.09
July 1, 1889	2,652	4,429,100	1,670	41,754,078.41	10.61	75.42

A summary of the adjustments of salaries of Presidential postmasters July 1, 1888, and July 1, 1889, showing in detail the net increase of salaries of said postmasters, is shown in the following tabulated statement:

Date.	Number of offices.	Salaries of postmasters.	
		Aggregate.	Net increase.
July 1, 1888	2,502	$4,202,800	
July 1, 1889	2,652	4,429,100	
Total increase (or gain)	150	226,300	$226,300
This increase is shown in detail, as follows:			
Total number of first, second, and third-class post-offices, whereat increases were made July 1, 1889	800		
The aggregate increase at the said offices being		97,100	
By increase, corrected adjustments:			
Melrose, Mass		100	
New offices during fiscal year:			
October 1, 1888	80	26,300	
January 1, 1889	72	76,900	
April 1, 1889	31	32,300	
July 1, 1889	15	16,200	
Total		214,700	
Grand total of increase		311,900	
REDUCTIONS.			
Relegated to fourth class, July 1, 1889	46	47,800	
By reductions at 279 Presidential offices		34,500	
By Presidential offices discontinued:			
April 1, 1889, Wright's Grove, Ill		1,500	
July 1, 1889, Hyde Park, Ill		1,800	
Total		85,600	
By balance, net increase of salaries, July 1, 1889		226,300	226,300
Total		311,900	

A tabulated statement showing the number of Presidential offices, the aggregate of salaries of Presidential postmasters, and the aggregate gross receipts which *accrued for the four* quarters ended March 31,

1889, arranged by States and Territories in alphabetical order, spectfully submitted, as follows:

Statement showing the number of Presidential post-offices in the several States and ries, and the aggregate salaries of the postmasters thereat, as adjusted to take eff 1, 1889, and the aggregate receipts for the four quarters ended March 31, 1889.

States and Territories.	Number of Presidential post-offices, adjustment of July 1, 1889.	Aggregate salaries of postmasters.	Aggre ceipt quarter March
Alabama	26	$42,900	$2
Alaska			
Arizóna	5	8,400	
Arkansas	24	36,900	1
California	82	139,300	1,3
Colorado	38	63,100	4
Connecticut	58	104,400	7
Dakota	50	74,000	2
Delaware	8	12,600	
District of Columbia	1	5,000	3
Florida	18	30,400	1
Georgia	32	55,500	4
Idaho	5	6,900	
Illinois	191	309,000	3,9
Indiana	98	163,200	8
Indian Territory	1	1,000	
Iowa	134	215,300	1,0
Kansas	128	197,400	7
Kentucky	43	70,800	5
Louisiana	14	22,200	3
Maine	43	70,500	3
Maryland	21	35,900	6
Massachusetts	141	254,500	3,2
Michigan	122	215,900	1,3
Minnesota	57	91,200	8
Mississippi	28	41,500	1
Missouri	86	136,100	1,8
Montana	18	28,600	1
Nebraska	80	119,500	6
Nevada	7	10,500	
New Hampshire	37	58,200	2
New Jersey	78	135,200	9
New Mexico	9	14,400	
New York	236	420,500	8,8
North Carolina	27	45,000	1
Ohio	151	269,800	2,6
Oregon	16	26,600	1
Pennsylvania	198	330,000	3,9
Rhode Island	12	24,500	3
South Carolina	22	32,800	1
Tennessee	33	54,700	4
Texas	77	125,100	6
Utah	5	10,000	
Vermont	28	46,400	1
Virginia	41	68,100	4
Washington	13	24,100	1
West Virginia	17	27,500	1
Wisconsin	86	142,700	8
Wyoming	7	11,000	
Total	2,652	4,429,100	41,7

Grand total gross receipts	$41,7
Grand total postmasters' salaries	4,4
Percentage of gross receipts absorbed by salaries	

The grand total of gross receipts of Presidential offices for th quarters ended March 31, 1889, amounts to 75.42 per cent. of the re of the Post-Office Department for the same period.

REVIEW OF THE SALARIES OF POSTMASTERS OF THE THIRD, FOURTH, AND FIFTH CLASSES, UNDER THE ACT OF MARCH 3, 1883.

The review of the salaries of postmasters and ex-postmasters of the third, fourth, and fifth classes, under the act of March 3, 1883, as construed by the Attorney-General of the United States, under date of February 13, 1884, and re-affirmed June 14, 1884, has been complete, and the act of Congress, approved August 4, 1886, limited the presentatoni of claims to January 1, 1887, and all applications filed to January 1, 1887, have been reviewed. The total amount allowed as additional compensation is $1,221,009.69. Appropriations to pay these claims have been made by the Congress as follows:

Under the act approved—	
July 7, 1884	$45,213.80
March 3, 1885	178,281.23
August 4, 1886	380,209.46
February 1, 1888	160,286.05
March 30, 1888	380,321.44
October 19, 1888	77,038.42
Total	1,221,350.40

A summary of the work of reviewing the salaries of postmasters and ex-postmasters of the third, fourth, and fifth classes, as required by the act approved March 3, 1883, as above stated, is shown in the annual reports of the Postmaster-General for the fiscal years ended June 30, 1885, pages 217, 218, and 219; June 30, 1886, pages 155, 156, and 157; June 30, 1887, pages 364, 365, and 366; June 30, 1888, pages 82 and 83.

BOXES AND BOX-RENT.

Boxes are classed as call-boxes, lock-boxes, and lock-drawers. They are provided as follows:

(1) In the Government buildings.

(2) At first and second class post-offices, the lessor by agreement in the lease frequently provides them.

(3) Under existing law (R. S., Sec. 4052, and Sec. 490, P. L. and R., edition of 1887) individuals may provide lock-boxes or lock-drawers for their own use, under conditions stated.

(4) In all other cases boxes must be furnished and kept in repair by the postmaster.

As heretofore concisely stated, boxes are provided as an accommodation to the patrons of the office, as a convenience to the postmaster, and as a source of revenue. At Presidential post-offices, or offices of the first, second, and third classes, box-rents are included in the gross receipts accruing at the said offices in making the annual adjustment of salaries of Presidential postmasters, and these postmasters, therefore, indirectly receive a part of the box-rents in the sum allowed as compensation. At fourth-class offices, the box-rents, under existing law, are practically allowed as a part of the compensation of the postmaster.

The supervision of box-rent rates by the Department continues to improve this branch of the postal service. This supervision results in greater uniformity of prices, better accommodation to box renters, and an increase of revenue from box-rent.

KEY-DEPOSITS.

The key-deposit is exacted as a security against the loss of keys The fund so collected is held by the postmaster as a trust fund. When a key is lost by the renter of the box, or while he is responsible therefor, or through his fault it is broken so as to be rendered useless, or is withheld over thirty days after the box to which it belongs has been vacated, the key-deposit therefor becomes forfeited, and is transferred to the fund called "key-deposit forfeiture fund." This forfeiture fund is expended (1) for the purchase of new keys to replace those lost, broken, or withheld; (2) for necessary repairs to locks; (3) for keeping the boxes in serviceable condition.

Box-renters who provide their own boxes are not required to make deposits for keys furnished by themselves; and at offices where postmasters provide their own boxes, under present regulations, they are permitted to exercise their discretion in collecting a deposit for keys, and where so collected the rate is 50 cents for each key.

The modified regulations of the Treasury Department require only a deposit of 25 cents for each key, at the present time. The Treasury Department has also given instructions to custodians to make return of the fund heretofore known as the "forfeiture fund;" and hereafter cost of repairs for boxes and keys will be allowed from the proper appropriation for repairs, etc.

As stated last year, I am of opinion that a reduction of the key-deposit rate from 50 to 25 cents will enable postmasters to rent more boxes, and thereby increase the revenue from box-rent. The reduction will also improve this branch of the service, and enable postmasters to rent to many would-be patrons who now refuse to rent boxes on account of the 50-cent rate for keys. I therefore recommend that the key-deposit rate be fixed at 25 cents instead of 50, as now.

ALLOWANCES FOR RENT, FUEL, AND LIGHT FOR THIRD-CLASS POST-OFFICES.

The act of Congress approved March 2, 1889, provides for allowances for rent, fuel, and light for post-offices of the third class, or offices whereat the gross receipts range from $1,900 to $8,000 a year, and the salaries of the postmasters from $1,000 to $1,900 a year. The appropriation of $505,080 made for this purpose for the current fiscal year is an increase of $55,080, as compared with the sum provided by the act of Congress approved July 24, 1888, for the past year. The present law fixes the maximum annual rent for a third-class office at $400, and the maximum amount for fuel and light at $60. The act of July 24, 1888, fixed the maximum rate at $300 for rent and $60 for fuel and light. As stated last year, a limitation of these allowances is not in the interest of good service.

By the adjustment of the salaries of Presidential postmasters, as required by act of Congress approved March 3, 1883, to take effect July 1, 1889, 2,033 offices were assigned to the third class.

A tabulated statement of these offices, arranged to exhibit the offices and grades (salary of postmasters, $1,000 to $1,900, inclusive), in the several States and Territories, in effect July 1, 1889, is herewith submitted.

Statement showing the number of third-class post-offices in each State and Territory, arranged to exhibit the number of each grade (salary $1,000 to $1,900, inclusive), from July 1, 1889.

States and Territories.	Postmasters' salaries.										Total.
	$1,000	$1,100	$1,200	$1,300	$1,400	$1,500	$1,600	$1,700	$1,800	$1,900	
Alabama	3	3	3	1	2	1	3	3	1	.....	20
Alaska	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Arizona	.....	.....	1	.....	.....	.....	1	1	.....	1	4
Arkansas	2	3	3	3	4	1	1	1	2	.....	20
California	7	8	6	6	8	4	12	5	4	2	62
Colorado	2	.....	3	7	3	7	3	3	2	1	31
Connecticut	1	5	7	3	4	6	5	4	3	3	40
Dakota	2	10	7	4	7	4	4	1	3	.....	42
Delaware	.....	2	.....	1	3	.....	.....	.....	1	.....	7
District of Columbia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida	1	1	3	1	.....	1	1	2	2	1	13
Georgia	2	2	2	2	6	4	2	2	1	1	24
Idaho	1	.....	.....	1	2	.....	.....	.....	1	.....	5
Illinois	12	20	12	18	33	26	7	14	6	5	153
Indiana	8	7	10	5	5	13	12	6	3	4	73
Indian Territory	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Iowa	8	11	11	15	15	15	17	10	5	3	110
Kansas	13	15	11	8	15	13	12	15	4	3	109
Kentucky	4	4	2	4	4	2	6	3	3	1	33
Louisiana	1	3	2	1	1	2	1	.....	.....	.....	11
Maine	2	3	9	3	4	4	2	2	3	1	33
Maryland	1	2	2	1	5	2	1	2	.....	1	17
Massachusetts	6	14	6	2	13	15	14	16	7	3	96
Michigan	10	13	12	10	12	15	11	7	10	2	102
Minnesota	1	11	7	5	6	5	4	3	3	1	46
Mississippi	2	1	7	4	4	3	1	.....	1	.....	23
Missouri	5	11	14	9	10	3	5	8	5	3	73
Montana	1	3	1	1	1	4	1	1	2	1	16
Nebraska	9	9	13	3	10	8	10	5	3	1	71
Nevada	.....	2	1	1	.....	.....	.....	.....	1	.....	5
New Hampshire	6	4	1	4	2	4	4	3	2	1	31
New Jersey	2	3	6	1	7	8	6	7	6	3	49
New Mexico	.....	1	.....	1	2	.....	2	1	.....	.....	7
New York	12	17	19	14	21	22	25	14	10	10	164
North Carolina	.....	3	1	4	2	5	1	3	1	.....	20
Ohio	7	9	12	9	14	16	13	9	5	5	99
Oregon	.....	2	1	2	1	1	2	3	.....	1	13
Pennsylvania	12	18	22	7	15	19	15	12	17	8	145
Rhode Island	.....	.....	2	.....	1	.....	1	2	.....	.....	6
South Carolina	.....	7	1	3	3	2	2	.....	1	.....	19
Tennessee	1	1	5	5	6	5	1	1	1	1	27
Texas	6	7	6	3	10	10	10	6	5	2	63
Utah	.....	.....	.....	1	.....	1	1	.....	.....	.....	3
Vermont	2	1	4	.....	3	8	1	.....	1	.....	20
Virginia	2	6	4	2	5	5	3	1	2	2	32
Washington	.....	1	1	.....	1	2	1	3	.....	.....	9
West Virginia	.....	2	2	4	.....	3	1	.....	1	1	14
Wisconsin	2	10	4	10	10	9	6	9	3	4	67
Wyoming	1	1	.....	.....	1	2	.....	.....	.....	.....	5
Total	158	256	246	189	281	280	231	188	128	76	2,683

LEGISLATION RECOMMENDED.

Classification and salaries of clerks in the larger offices.—The recommendation heretofore made relative to the classification and salaries attached to the first and second class post-offices, was favorably considered by the Congress; and by the act approved March 2, 1889, provision was made for the classification and for fixing the salaries of the said clerks, to take effect from July 1, 1889. The said act, however, failed to appropriate a sum sufficient to meet the requirements of the service, the appropriation being $350,000 less than the amount estimated, after careful consideration, for salaries for clerks in post-offices. The maximum salaries for certain lines of clerical service are not large enough to command the highest order of clerical ability, and the law should be amended in this respect. At the proper time a measure will be sub-

mitted which will correct these and other defects, and, when approve by the Congress, will enable the Department to greatly improve and el vate this important branch of the postal service.

Allowances for rent, fuel, and light for third-class offices.—The act Congress, approved July 24, 1888, fixed the maximum annual rental f offices of the third class at $300, and for fuel and light at $60; and t act approved March 2, 1889, fixed the maximum rental at $400, and f fuel and light at $60 a year.

As heretofore stated, this limitation is not in the interest of good ser ice. The Department should have full discretionary authority to f allowances for rent, fuel, and light for third-class post-offices in accor ance with the best interests of the postal service, having in view t local conditions and the surroundings of the respective offices.

I therefore recommend that the limitation of these allowances be r pealed.

Allowances for boxes, fixtures, furniture, miscellaneous and incident items, and stationery for Presidential post-offices.—I am strongly of opi ion that the present unjust class distinctions recognized by existing la relative to allowances for boxes, fixtures, furniture, miscellaneous a incidental items, and stationery for Presidential offices, should be e punged from the statutes. There is no good reason why the necessa boxes, fixtures, furniture, etc., should not be provided for *all* Preside tial offices; and every reason in the interest of good postal servi why they should be provided. As it is now boxes and fixtures a provided by the Treasury Department where post-offices are located Government buildings; and at first and second class offices whe under lease, the owner of the premises agrees to furnish them. At other offices the postmaster or patrons must provide the boxes and f tures. And under section 4052 Revised Statues (section 490, P. L. a R., edition of 1887) all boxes erected and used in any post-office, matter how furnished, become the absolute property of the Unit States. This anomalous condition of statutory law is the prolific sou of disputes, scandals, and trouble between the outgoing and newly a pointed postmaster, often involving the friends of the disputants, to t great injury of the postal service.

I therefore recommend that the present laws be amended, so that t Post-Office Department shall provide the boxes, fixtures, furnitu miscellaneous and incidential allowances and stationery for all Pre dential post-offices. Stationery should be furnished from the Po Office Department, through the Division of Supplies, for all President offices, just as now sent out to first and second class offices. By adjustment made in accordance with the requirements of the act March 3, 1883, which took effect July 1, 1889, the Presidential offi numbered 2,652, classed as follows:

First class	
Second class	
Third class	2
	2

Compensation to postmasters of the fourth class.—I beg to again in attention to the need of legislation relative to the compensation of fo class postmasters. As heretofore stated, the rates of compensatio provided by the act of Congress approved March 3, 1883, are not s cient to enable the Department to secure good service at these offi I again recommend that the subject-matter of compensation of fou *class postmasters* be considered, with a view of providing reason *rates of compensation*, to be fixed in even tens and hundreds of dol

for a specified period, on the basis of the business of the respective offices for, say, the preceding year. I am of the opinion that a measure which shall provide proper compensation for fourth-class postmasters will be in the interest of good service.

At the close of the fiscal year 1888–'89 (June 30), the fourth-class offices numbered 56,315.

ESTIMATES FOR COMPENSATION OF POSTMASTERS; CLERKS IN POST-OFFICES; RENT, LIGHT, AND FUEL FOR FIRST AND SECOND CLASS OFFICES; RENT, LIGHT, AND FUEL FOR THIRD-CLASS OFFICES; MISCELLANEOUS AND INCIDENTAL ITEMS, INCLUDING FURNITURE, FOR FIRST AND SECOND CLASS OFFICES; AND ADVERTISING FOR FIRST AND SECOND CLASS OFFICES FOR THE FISCAL YEAR ENDING JUNE 30, 1891.

COMPENSATION TO POSTMASTERS.

The following were the estimates, appropriations, and expenditures for this purpose during the past two fiscal years:

Items.	1887–'88.	1888–'89.	Increase.	
			Amount.	Per cent.
Estimates	$12,000,000.00	$13,200,000.00	$1,200,000	10.0
Appropriations	{ 11,700,000.00 { *900,000.00	12,800,000.00	200,000	1.6
Expenditures	12,600,186.96	13,171,382.04	571,195	4.5

*Deficiency act, approved March 2, 1889.

The appropriation made by the Congress for compensation to postmasters for the present fiscal year is $13,600,000, an increase of $600,000, or 4.62 per cent., over the estimate for this purpose for the past fiscal year, and an increase of $800,000, or 6.3 per cent., as compared with the appropriation for the previous year.

The expenditures for the past fiscal year amounted to $13,171,382, being $371,382 in excess of the appropriation made by the Congress, and only $28,618 less than the estimate as made by this office.

The expenditures by quarters for each of the fiscal years ended June 30, 1886, June 30, 1887, June 30, 1888, and June 30, 1889, were as follows:

Quarter ended September 30, 1885	$2,721,500.40
Quarter ended December 31, 1885	2,828,899.00
Quarter ended March 31, 1886	2,941,964.64
Quarter ended June 30, 1886	2,855,814.13
Total for fiscal year ended June 30, 1886	11,348,178.17
Quarter ended September 30, 1886	2,854,647.15
Quarter ended December 31, 1886	2,966,767.09
Quarter ended March 31, 1887	3,090,182.96
Quarter ended June 30, 1887	3,035,541.80
Total for fiscal year ended June 30, 1887	11,947,139.00
Quarter ended September 30, 1887	3,012,459.26
Quarter ended December 31, 1887	3,130,275.60
Quarter ended March 31, 1888	3,266,035.76
Quarter ended June 30, 1888	3,191,416.34
Total for fiscal year ended June 30, 1888	12,600,186.96

Quarter ended September 30, 1888	$
Quarter ended December 31, 1888	
Quarter ended March 31, 1889	
Quarter ended June 30, 1889	
Total for fiscal year ended June 30, 1889	1

This statement shows that the increase of compensation t ters for the fiscal year ended June 30, 1887, as compared wit vious fiscal year, was $598,961, or 5.3 per cent.; for the f 1888, contrasted with 1887, the increase amounted to $653,0 cent.; and for the fiscal year ended June 30, 1889, consid 1888, the increase was $571,195, or 4.5 per cent. The averag for the three years stated amounts to $607,735, or 5.1 per cen

The aggregate of the salaries of Presidential postmaster number, in effect July 1, 1889, amounted to $4,429,100, be crease of $226,300, or 5.4 per cent., as compared with the July 1, 1888. This percentage is less than it would have bee offices of the fourth class, entitled to be advanced in accord existing law, had been reported for proper adjustment. Th percentage for the past three years is 6.3. At this rate the compensation for Presidential postmasters for the fiscal yea would amount to $4,987,166.

The aggregate sum of the salaries of Presidential postm postmasters at offices of the first, second, and third classes, cal year ended June 30, 1889, amounted to $4,315,800, being a of $355,300, or 8.7 per cent., as compared with the same iten Subtracting the total of the salaries of Presidential postma the aggregate amount allowed for compensation to postmas the sum of $8,855,582, or the aggregate compensation to fo postmasters. This amount, divided by the average number class offices, gives the sum of $166.70 as the average compe the fourth-class postmaster. The total revenue of the Depa the past fiscal year is stated at $56,175,611, being an i $3,480,434, or 6.6 per cent., as compared with the same ite previous year. The increase of revenue during the fiscal yea was $3,857,567, or 7.9 per cent.

With these facts in view, an estimate of $14,000,000 for com to postmasters for the fiscal year ending June 30, 1891, is ap

CLERKS IN POST-OFFICES.

The following were the estimates, appropriations, and ex for this purpose during the past two fiscal years:

Items.	1887-'88.	1888-'89.	In Amoun
Estimates	$5,450,000.00 100,000.00	$5,650,000.00	$100,000.
Appropriations	5,450,000.00 *100,000.00	5,950,000.00 †25,000.00	425,000.
Expenditures	5,509,597.80	5,919,472.19	402,874.

* Act approved March 30, 1888.
† Act approved July 24, 1888, for unusual business (Sec. 3863, R. S.).

For clerks in post-offices for the present fiscal year the sum of $6.550,000 was appropriated by the Congress, being $350,000 less than the estimates made by this office. Under date of November 10, 1888, an estimate of $6,600,000 for clerks in post-offices was submitted, and, in accordance with the clerks' classification bill, under date of February 4, 1889, an additional estimate of $300,000 was recommended. The appropriation of $6,550,000, as made by the Congress for the present fiscal year, was an increase of $575,000, or 9.6 per cent., as compared with the sum of the appropriations ($5,950,000 and $25,000) for the previous year.

The total expenditures for clerks in post-offices for the past fiscal year is stated at $5,919,472.19. The total amount allowed on postal account, less the aggregate reductions on postal account, was $5,477,642.73; and the total amount allowed on money-order account, less the reductions on the same account, was $463,801.94, making a grand total of $5,941,444.67, or $33,555.33 less than the sum of the amounts appropriated. The difference between the expenditures, as stated by the Auditor, and the amounts allowed by this office, will be approved when proper vouchers are submitted. The aggregate of all allowances on postal account is $6,092,703, and on money-order account, $537,096, making a grand total of $6,629,799.

Allowances for clerks in post-offices at first and second class offices, and stations connected therewith, are made in accordance with sections 3860 and 3863, Revised Statutes, and sections 460 and 463, Postal Laws and Regulations, edition of 1887; and at third and fourth class offices, for clerical labor in separating mails, in compliance with section 11, 19 Stats., 82 (July 12, 1876), and section 461, Postal Laws and Regulations, edition of 1887.

The adjustment of salaries of Presidential postmasters, which took effect July 1, 1889, resulted in assigning 102 offices to the first class and 517 to the second class, making 619 offices, or an increase of 25 offices, as compared with the same item July 1, 1888, and 144 offices since 1886. The total receipts which accrued at the first and second class offices, as shown by the adjustment which took effect July 1, 1889, amounted to $34,281,337, being an increase of $2,984,924, or 9.5 per cent., as compared with the adjustment of July 1, 1888. The total receipts which accrued at the third-class offices, in effect July 1, 1889, amounted to $7,472,741, making a grand total of $41,754,078 for gross receipts for Presidential offices, as shown by the adjustment July 1, 1889. A comparison with the gross receipts of Presidential offices July 1, 1886, shows an increase of $9,262,526, or 28.5 per cent., to July 1, 1889, or an average increase of $3,087,509, or 9.5 per cent. for each year.

The gross receipts which accrued at the Presidential offices in effect July 1, 1889, amounted to 74.33 per cent. of the revenue of the Department for the fiscal year ended June 30, 1889.

The revenue of the Department for the ten (10) years ended June 30, 1880, increased in the sum of $13,543,258, or 68.5 per cent.; and for the nine (9) years ended June 30, 1889, the increase was $22,860,132, or 68.6 per cent. The wonderful increase of revenue during the past nine years it should be observed was made chiefly at the reduced or 2-cent rate of letter postage, the reduction having been made in 1883.

With a view of showing the present increase of business and postal receipts, a tabulated statement is herewith submitted, to exhibit the gross receipts and the increase thereof in amount and per cent. at ten

of the larger first-class offices for the four quarters, or year ended tember 30, 1889:

No.	Office.	State.	Gross receipts.		
			Year ended June 30, 1889.	Increas	
				Amount.	P
1	New York	New York	$5, 562, 038	$520, 100	
2	Chicago	Illinois	2, 851, 574	307, 422	
3	Philadelphia	Pennsylvania	2, 077, 095	168, 109	
4	Boston	Massachusetts	1, 912, 376	168, 917	
5	St. Louis	Missouri	1, 010, 737	79, 500	
6	Cincinnati	Ohio	777, 249	77, 387	
7	San Francisco	California	677, 509	63, 168	
8	Brooklyn	New York	667, 361	59, 983	
9	Baltimore	Maryland	599, 437	37, 807	
10	Pittsburgh	Pennsylvania	475, 578	52, 572	
	Totals		16, 631, 551	1, 524, 999	
	Average		1, 663, 155	153, 498	

These offices (10) show receipts amounting to 29.6 per cent. c revenue of the Department for the fiscal year ended June 30, 188 average increase of receipts per office being $153,498, or 9.98 per

A tabulated statement is also herewith submitted to show the receipts and the increase thereof, in amount and per cent., at tw eight of the larger offices selected to represent the entire country

No.	Offices.	State.	Gross receipts.		
			Receipts year ended June 30, 1889.	Increa	
				Amount.	P
1	Atlanta	Georgia	$146, 511	$21, 596	
2	Bangor	Maine	56, 477	5, 218	
3	Binghampton	New York	64, 970	9, 959	
4	Brooklyn	do	656, 343	58, 563	
5	Chicago	Illinois	2, 784, 426	314, 615	
6	Columbus	Ohio	157, 445	16, 236	
7	Council Bluffs	Iowa	48, 148	5, 151	
8	Dallas	Texas	79, 404	11, 099	
9	Davenport	Iowa	46, 907	6, 125	
10	Dayton	Ohio	105, 901	23, 128	
11	Denver	Colorado	214, 060	35, 471	
12	Jersey City	New Jersey	117, 310	32, 032	
13	Knoxville	Tennessee	52, 939	7, 067	
14	Memphis	do	133, 633	16, 833	
15	New Orleans	Louisiana	355, 390	46, 641	
16	Omaha	Nebraska	222, 166	25, 026	
17	Peoria	Illinois	89, 426	9, 023	
18	Portland	Oregon	107, 270	15, 856	
19	Richmond	Virginia	172, 721	33, 076	
20	Sacramento	California	56, 333	5, 478	
21	Salt Lake City	Utah	49, 633	6, 998	
22	San Francisco	California	665, 465	65, 203	
23	Scranton	Pennsylvania	57, 932	5, 986	
24	Seattle	Washington	46, 918	28, 033	
25	Springfield	Massachusetts	101, 111	8, 979	
26	Toledo	Ohio	150, 031	19, 990	
27	Topeka	Kansas	89, 789	9, 639	
28	Utica	Yew York	76. 619	15, 468	
	Total		6, 904, 378	859, 389	
	Average		246, 585	30, 692	

This table shows a total increase of receipts in the sum of $859,389 or an average per office of $30'692, or 20.7 per cent.

In considering estimates for clerks in post-offices, I deem it advisable to again call attention to the fact that the aggregate of the present annual allowances for clerk hire for the four larger post-offices, namely, New York, Chicago, Philadelphia, and Boston, is $2,427,000, or 37.0 per cent. of the appropriation for clerks in post-offices for the current fiscal year. Last year, as shown by the text relative to estimates for clerk hire, the aggregate annual allowances for clerk hire for the four post-offices named was $2,198,511, or 36.95 per cent. of the appropriation. For the next five larger offices, namely, St. Louis, Mo., Cincinnati, Ohio, San Francisco, Cal., Brooklyn, N. Y., and Baltimore, Md., the present annual allowances for clerk hire in the aggregate amounts to $720,000. This sum, with the aggregate of annual allowances for the four larger offices, as above named, makes a total of $3,147,000 or 48.0 per cent. of the appropriation for clerks in post-offices for the current fiscal year.

The total gross receipts which accrued at the first four larger offices for the four quarters ended March 31, 1889, amounted to $11,862,209, or 28.4 per cent. of the entire receipts which accrued at Presidential post-offices for the same period, and 21.1 per cent. of the revenue of the Department for the fiscal year ended June 30, 1889. The total gross receipts which accrued at the next five larger offices, as above stated, for the four quarters ended March 31, 1889, amounted to $3,606,962. The aggregate of the gross receipts which accrued at the nine offices mentioned, for the four quarters ended March 31, 1889, was $15,469,171, or 37 per cent. of the entire receipts of Presidential offices for the same period, and 27.3 per cent. of the revenue of the Department for the fiscal year ended June 30, 1889.

In view of the fact that the aggregate of the allowances for clerk hire for the nine larger offices named absorbs 48 per cent. of the appropriation for clerks in post-offices for the current fiscal year, it is again suggested that specific appropriations for clerks in each of the larger offices named be made by the Congress, and the general appropriation for clerks in post-offices be set apart for the balance of the clerical service, as heretofore authorized. If this suggestion meets with the approval of the Congress, proper estimates for clerks for the larger offices named will be submitted, if requested.

It should be stated that the appropriations for clerks in post-offices for the current fiscal year is $350,000 less than the amount estimated, and which should have been appropriated in order to make a successful administration of the clerks' classification act, as approved by the Congress March 2, 1889, to take effect July 1, 1889. If the estimates of this office had been approved, the appropriations for clerks in post-offices for the current fiscal year would have been $6,900,000, instead of $6,550,000, as fixed by the Congress.

Having the facts as hereinbefore stated in view, and taking into consideration the rapid increase, growth, and expansion of the postal service, I am of opinion that not less than $7,590,000, or an increase of 10 per cent., as compared with the estimates of last year, will be required for compensation of clerks in post-offices for the fiscal year ending June 30, 1891; and I so recommend.

RENT, LIGHT, AND FUEL FOR FIRST AND SECOND CLASS POST-OFFICES.

The following were the estimates, appropriations, and expenditures f this purpose during the past two fiscal years:

Items.	1887-'88.	1888-'89.	Per cent.	
			Increase.	Decrea
Estimates	$515,000.00 a25,000.00	$552,000.00		2
Appropriations	495,000.00 a25,000.00 b5,000.00	550,000.00 c5,000.00	5.71	
Expenditures	508,282.26	530,060.08	3.27	

a Special and supplemental.
b For rent for Washington, D. C., post-office (main office and stations, 2).
c For rent for Washington, D. C., post-office (main), act March 2, 1889.

The appropriation for rent, light, and fuel for first and second cla post-offices, and stations connected therewith, for the present fiscal ye is $610,000, being an increase of $55,000 as compared with the appr priations for the past year. The appropriation of $610,000, however, i cludes the cost of rent for the Washington, D. C., office (main office an stations, (2). The aggregate amount authorized for rent, light, and fu for first and second class offices and stations for the past fiscal year i $579,328.98, or $24,328.98 in excess of the appropriation. These ad ditional allowances were made from the amounts saved by reductions o allowances for rent, light, and fuel at first and second class offices tha were moved into Government buildings during the year. The tota amount of reductions on this account was $25,700. Seventeen office were moved into Government buildings during the year.

The total amount expended for these items during the past fiscal yea for which proper vouchers have been submitted to the Auditor to dat is stated at $530,060.08. The difference between the amounts as state by the Auditor and the aggregate amount authorized by this offic will be approved when proper vouchers are submitted. At the prese time the aggregate of all allowances for rent, light, and fuel for first an second class offices, and stations connected therewith, amounts to $56 309.50. A careful revision of these allowances is being made, and th aggregate of all allowances will amount to not less than $625,000 at th close of the current fiscal year.

The adjustment made in accordance with the requirements of the a of March 3, 1883, to take effect July 1, 1889, resulted in 102 offic being assigned to the first class and 517 offices to the second clas making 619 first and second class offices, or an increase of 25 offices s contrasted with the same item July 1, 1888. The total receipts whic accrued at these offices for the four quarters ended March 31, 188 amounted to $34,281,337, being an increase of $2,984,924, or 9.5 p cent., as compared with the same item for 1888. It should be stat that, in addition to first and second class offices, a large number stations or branch offices have been established in connection with t larger post-offices, and the allowances for rent, light, and fuel ha been authorized for many of these stations.

Having these facts in view, and the natural increase of the pos service, I am of opinion that an appropriation of $665,000, or an *crease of $55,000*, or 9.0 per cent., as compared with the appropriat

for the current fiscal year, will be needed for rent, light, and fuel for first and second-class offices, and stations connected therewith, for the fiscal year ending June 30, 1891; and so recommend.

RENT, LIGHT, AND FUEL FOR THIRD-CLASS OFFICES.

The following amounts show the estimate, appropriation, and expenditure for this purpose during the past fiscal year:

Items.	1888-'89.
Estimate	$650,000.00
Appropriation	450,000.00
Expenditure	286,247.80

The first appropriation in the history of the postal service, for rent, light, and fuel for third-class post-offices, or Presidental offices whereat the salary of the postmaster, under existing law, ranges from $1,000 to $1,900, and the gross receipts from $1,900 to not exceeding $8,000 a year, was made by the Congress on the recommendation of this office, July 24, 1888. The estimate for this purpose was $650,000. The Congress appropriated $450,000, or $200,000 less than the estimate, and fixed the maximum annual rate for rent at $300, and not exceeding $60 a year for fuel and light. This restriction, and the fact that the appropriation was made on the 24th of July, prevented making allowances for the purposes named, in accordance with the estimate of the Department, from the beginning of the fiscal year. For these reasons the expenditures are less than the appropriation.

By the act of Congress approved March 2, 1889, to take effect July 1, 1889, the appropriation for this purpose is fixed at $503,080, being the amount estimated by this office. The said act, however, fixes the maximum limit for annual rent at $400, and the maximum for fuel and light at $60. This limitation should be repealed, as the Postmaster-General should have full discretionary power to fix allowances for rent, fuel, and light for third-class post-offices, in accordance with the merits of the respective offices and the local surroundings. By the adjustment of the salaries of third-class postmasters, which took effect July 1, 1889, in accordance with the requirements of the act of March 3, 1883, 2,033 offices were assigned to the third class, and, in accordance with the provisions of section 2 of the said act, 10 additional offices were assigned to the third class from October 1, 1889, making a total of 2,043 offices from the date named. These offices are graded as follows:

Salary of postmaster.	No. of offices.	Salary of postmaster.	No. of offices.
$1,000	162	$1,600	231
1,100	259	1,700	188
1,200	247	1,800	128
1,300	190	1,900	76
1,400	281		
1,500	281		2,043

The number of these offices of each grade in each State and Territory, in effect October 1, 1889, is shown by the following tabulated statement:

Statement showing the number of third-class post-offices in each State and Territory, arranged to exhibit the number of each grade (salary $1,000 to $1,900 inclusive) from October 1, 1889.

States and Territories.	Postmasters' salaries.										Total.
	$1,000.	$1,100.	$1,200.	$1,300.	$1,400.	$1,500.	$1,600.	$1,700.	$1,800.	$1,900.	
Alabama	8	4	8	1	2	1	8	8	1	.....	21
Alaska	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Arizona	.....	.....	1	.....	.....	.....	1	1	.....	1	4
Arkansas	2	4	3	3	4	1	1	1	2	.....	21
California	8	8	6	6	8	4	12	5	4	2	63
Colorado	2	.....	3	7	3	7	3	3	2	1	31
Connecticut	7	5	7	3	4	6	5	4	2	3	46
Dakota	2	16	7	4	7	4	4	1	3	.....	42
Delaware	.....	2	.....	1	3	.....	.....	.....	1	.....	7
District of Columbia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida	1	1	3	1	.....	1	1	2	2	1	13
Georgia	2	2	2	2	6	4	2	2	1	1	24
Idaho	1	.....	1	1	2	.....	.....	.....	1	.....	6
Illinois	12	20	12	18	33	26	7	14	6	5	153
Indiana	8	7	10	5	5	13	12	6	3	4	73
Indian Territory	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Iowa	8	11	11	15	15	15	17	10	5	3	110
Kansas	13	15	11	8	18	14	12	15	4	3	110
Kentucky	4	4	2	4	4	2	6	3	3	1	33
Louisiana	1	3	2	1	1	2	1	.....	.....	.....	11
Maine	2	3	9	3	4	4	2	2	3	1	33
Maryland	1	2	2	1	5	2	1	2	1	1	17
Massachusetts	6	14	6	2	13	15	14	16	7	3	96
Michigan	10	13	12	10	12	15	11	7	10	2	102
Minnesota	1	11	7	5	6	5	4	3	3	1	46
Mississippi	2	1	7	4	4	3	1	.....	1	.....	23
Missouri	5	11	14	9	10	3	5	3	5	3	73
Montana	1	3	1	1	1	4	1	1	2	1	16
Nebraska	9	9	13	3	10	3	10	5	3	1	71
Nevada	.....	2	1	1	.....	.....	.....	.....	1	.....	5
New Hampshire	6	4	1	4	2	4	4	3	2	1	31
New Jersey	2	4	6	1	7	8	6	7	6	3	50
New Mexico	.....	1	.....	1	2	.....	2	1	.....	.....	7
New York	13	17	19	14	21	22	25	14	10	10	165
North Carolina	.....	3	1	4	2	5	1	3	1	.....	20
Ohio	8	9	12	9	14	16	13	9	5	5	100
Oregon	.....	2	1	2	1	1	2	3	.....	1	13
Pennsylvania	12	18	22	8	15	19	15	12	17	8	146
Rhode Island	.....	.....	2	.....	1	.....	1	2	.....	.....	6
South Carolina	.....	7	1	3	3	2	2	.....	1	.....	19
Tennessee	1	1	5	5	6	5	1	1	1	1	27
Texas	6	7	6	3	10	10	10	6	3	2	63
Utah	.....	.....	.....	1	.....	1	1	.....	.....	.....	3
Vermont	3	1	4	.....	3	3	1	.....	1	.....	21
Virginia	2	6	4	2	5	5	3	1	2	2	32
Washington	.....	1	1	.....	1	2	1	3	.....	.....	9
West Virginia	.....	2	2	4	.....	3	1	.....	1	1	14
Wisconsin	2	10	4	10	10	9	6	9	3	4	67
Wyoming	1	1	.....	.....	1	2	.....	.....	.....	.....	5
Total	162	259	247	190	281	281	231	188	128	76	2,043

A careful examination of the special adjustments of salaries of third-class postmasters, made in accordance with the requirements of sections 1 and 2 of the act of March 3, 1883, for the past three years, has resulted in the following estimate of the probable number of third-class offices, July 1, 1890, the probable number being 2,108.

Estimating the rent rate for the $1,000 grade at $100, and the fuel and light rate at $35, and ranging to a rent rate of $450, and a fuel and light rate of $100 for the $1,900 grade, and taking the probable number of offices for each grade into consideration, the following tabulated

statement shows the amount needed for each grade, and the total sum estimated:

Grade salary of postmaster.	Average annual allowances.			
	Rent rate.	Fuel and light rate.	Number of offices for each grade (estimated).	Total amount for rent, fuel, and light for each grade (estimated).
$1,000	$100	$35	206	$27,810
1,100	140	40	278	50,040
1,200	180	45	256	57,600
1,300	200	50	189	47,250
1,400	220	60	284	79,520
1,500	250	70	279	89,280
1,600	300	80	229	87,020
1,700	350	90	187	82,280
1,800	400	100	126	63,000
1,900	450	100	74	40,700
Total			2,108	624,500

The aggregate amount required for rent, fuel, and light for third-class offices, as shown by this tabulated statement, is $624,500. Estimating the rent rate for the $1,000 grade at $110, and the fuel and light rate at $35, and ranging to a rent rate of not exceeding $400, the present maximum under existing law, and a fuel and light rate of $80, or an increase of $20, as compared with the maximum rate under existing law for the $1,900 grade, and taking the probable number of offices for each grade into consideration, the following tabulated statement shows the amount needed for each grade, and the total sum estimated:

Grade salary of postmaster.	Average annual allowances.			
	Rent rate.	Fuel and light rate.	Number of offices for each grade (estimated).	Total amount for rent, fuel, and light for each grade (estimated).
$1,000	$110	$35	206	$29,870
1,100	130	40	278	47,260
1,200	150	45	256	49,920
1,300	180	50	189	43,470
1,400	210	55	284	75,260
1,500	240	60	279	83,700
1,600	280	65	229	79,005
1,700	320	70	187	72,930
1,800	360	75	126	54,810
1,900	400	80	74	35,630
Total			2,108	571,845

The aggregate amount required for rent, fuel, and light for third-class offices for the ensuing fiscal year, in accordance with this tabulated statement, is $571,845. These estimates, namely, $624,500 and $571,845, are submitted, with the statement that the larger amount will enable this office to give better service at third class post-offices than can be secured for the smaller amount. The estimates are respectfully submitted for consideration for rent, fuel, and light for third-class post-offices for the fiscal year ending June 30, 1891.

MISCELLANEOUS AND INCIDENTAL ITEMS, INCLUDING FURNITURE FOR FIRST AND SECOND CLASS POST-OFFICES.

The following were the estimates, appropriations, and expenditures for this purpose during the past two fiscal years:

Items.	1887-'88	1888-'89.	Per cent.	
			Increase.	Decrease.
Estimates:				
Miscellaneous, etc.,	$75,000.00	$100,000.00	.....	10.00
Furniture	35,000.00			
Appropriations:				
Miscellaneous, etc.,	70,000.00	100,000.00	5.05	.....
Furniture	25,000.00			
Expenditures:				
Miscellaneous, etc	58,962.55	94,488.67	4.92	.....
Furniture	21,560.22			

The act of Congress approved March 2, 1889, makes but one appropriation for miscellaneous and incidental items, including furniture, for first and second class offices, instead of two appropriations, as heretofore authorized. The merging of these items under one appropriation has resulted in a much better and a more economical administration of this branch of the service. The appropriation for this purpose for the present fiscal year is $110,000, being an increase of $10,000 as compared with the same item for the previous fiscal year. The aggregate amount authorized for miscellaneous and incidental items, including furniture, for first and second class offices for the fiscal year ended June 30, 1889, was $92,325.31.

Items chargeable to this appropriation include all articles required for postal service at first and second class offices which are not provided for by other appropriations. The chief articles of furniture needed to facilitate postal business at first and second class offices are as follows: safes, bag-racks, distributing-cases, mailing-tables, paper-cases, desks, chairs, stoves, and fixtures, etc.

By the adjustment made in accordance with the requirements of the act of Congress, approved March 3, 1883, 102 offices were assigned to the first class, and 517 offices to the second class, making 619 offices, and all postal stations connected therewith, for which miscellaneous and incidental items, including furniture, must be provided from the appropriation named. This is an increase of 5 first-class offices and 20 second-class offices, as compared with the same item July 1, 1888. The aggregate of the gross receipts for first and second class offices, as shown by the adjustment which took effect July 1, 1889, amounted to $34,281,337, being an increase of $2,984,924, or 9.5 per cent., as contrasted with the gross receipts for 1888.

In view of these facts, and the rapid growth of the postal service, I am of opinion that not less than $120,000, or an increase of 9.09 per cent., as compared with the appropriation for this purpose for the current fiscal year, should be appropriated for miscellaneous and incidental items, including furniture, for first and second class post-offices for the fiscal year ending June 30, 1891, and I so recommend.

ADVERTISING, FIRST AND SECOND CLASS OFFICES.

In accordance with Department Order No. 82, March 7, 1882, allowances for advertising for offices of the first and second classes are made from and charged to the appropriation for advertising for the office of the Postmaster-General. The appropriation for this purpose for the present fiscal year is $18,000, or an increase of only $2,000, as compared with the same item for the past year, and $2,000 less than the sum authorized for the previous year. Some years prior to this date this appropriation was $40,000, but it was reduced by the Congress one-half. On this account most of the lists of unclaimed letters were published free as a matter of local interest and news. Under date of December 1, 1887, however, the superintendent of the Dead Letter Office, in accordance with the opinion of the Assistant Attorney-General for the Post-Office Department, instructed postmasters to collect 1 cent for each advertised letter, whether published in a newspaper or posted in the office in a written list.

Under these instructions postmasters found it difficult to have the advertised letter list published free as a matter of local news, as was done in a majority of the offices prior to the date named. On this account a large number of postmasters have made application for allowances to pay the cost of advertising letter lists, but the limited appropriation applicable for the purpose will not warrant favorable action. I am of opinion that the cost of publishing the letter lists should be provided for by the Congress. The total amount allowed by this office for the fiscal year ended June 30, 1889, was $11,509.36, leaving a balance of only $4,490.64 for advertising for the office of the Postmaster-General, for which office the appropriation of $18,000 was made.

I am also of opinion that a better administration of this branch of the service could be made if a separate appropriation for advertising for officers of the first and second classes were made for the office of the First Assistant Postmaster-General.

In view of the facts hereinbefore stated, I am of opinion that not less than $20,000 should be appropriated by the Congress for advertising for first and second class post-offices for the fiscal year ending June 30, 1891, and I so recommend.

SUMMARY OF ESTIMATES.

For compensation of postmasters	$14,000,000
For clerks in post-offices	7,590,000
For rent, light, and fuel, first and second class offices	665,000
For rent, light, and fuel, third-class offices	571,845
For miscellaneous and incidental items, including furniture, first and second class offices	120,000
For advertising, first and second-class offices	20,000
Total	22,966,845

DIVISION OF BONDS AND COMMISSIONS.

To this division is assigned the duty of recording the establishment, discontinuance, and changes of names and sites of post-offices and the appointments of postmasters; the preparation and transmission of letters of appointment, together with blank bonds and oaths for execution; the examination and filing of such bonds when the same have been executed and returned; the recording *of the names of* sureties; the prepara-

tion and issuance of postmasters' commissions; the preparation of the various reports required under the laws and regulations of the Department; and the management of all correspondence incident to the work of the division.

The record work of the division may be briefly described as follows: The names of all Presidential offices and postmasters are recorded in two books, in one of which the names of the offices are entered by States and Territories in alphabetical order. In the other, the names of the postmasters are kept in alphabetical arrangement according to dates of appointment. The names of postmasters appointed at money-order offices which do not belong to the Presidential list are entered in a separate record, in alphabetical order, according to dates of appointment. The names of postmasters appointed at all fourth-class offices, which do not belong to the money-order list, are likewise entered in a separate record, in alphabetical order, according to dates of appointment, the same being divided into two sections in consequence of the large number of entries required. There are also thirty record books in which the names of post-offices, of all classes, are recorded by States and countries, together with the names of the postmasters and the dates of their appointment.

Herewith is presented in tabular form a complete statement of the amount of penalties of all bonds filed in this division for the protection of the Department, and as a guaranty for the faithful performance of official duties. This statement is arranged by States and Territories, as follows: Presidential offices, $33,110,000; money-order offices, not on Presidential list, $31,455,000; fourth-class offices, other than money-order, $33,621,000; making a total of $98,186,000 in penalties secured by property valued at twice that amount.

The attention of Congress should be called to the importance of having these bonds filed where they will be secure from accident by fire or water, and more carefully protected from outside intrusion. To this end it is recommended that two fire-proof safes be provided—one for Presidential bonds, the other for money-order bonds. This could probably be done at a cost of about $1,000.

The whole number of bonds on file in the division is 58,999, classified as follows: Presidential, 2,606; money-order, other than Presidential, 6,262; fourth-class, other than money-order, 50,131, the penalties of which average a little less than $700 each.

The aggregate amount of work done by the division is herewith presented in tabular form, together with a comparative table of the most important items of business transacted during the two previous years, showing an annual increase in the business of 25 per cent.

The following is a statement of the operations of the Bond Division for the fiscal year ended June 30, 1889.

Number of Presidential cases recorded, and upon which appointment papers, bonds, etc., were mailed	8
Number of cases of the fourth class recorded, and upon which appointment papers, bonds, etc., were mailed	20,7
Number of appointment bonds examined, indorsed, and submitted to the Postmaster-General for his approval	17,9
Number of bonds returned for correction	3,5
Number of appointment bonds filed	17,5
Number of new bonds required under the Postmaster-General's order of May 21, 1885	5
Number of new bonds required upon request of surety to be released	6
Number of new bonds required at the instance of the Third Assistant Postmaster-General	8
Number of new bonds required upon recommendations of post-office inspectors	9

nds required in consequence of the extension of the money-order business	470
nds required in consequence of the establishment of the ness	253
nds sent upon requests from postmasters	944
ew bonds required	3,028
onds received, examined, indorsed, and submitted to the ral for acceptance	2,637
nds reported to the Third Assistant Postmaster-General	527
nds reported to the Auditor	2,637
nds filed	2,637
s prepared in sending new bonds	3,028
sions prepared and mailed to postmasters	17,519
sioned postmasters reported to the Auditor	17,519
ssioned postmasters reported to the Third Assistant Post-master	17,519
sioned postmasters reported for publication in the Postal	17,519
sioned postmasters reported to the money-order office	3,935
nds reported to the money-order office	789
designations and oaths mailed to acting postmasters	578
ations and oaths of acting postmasters received, examined, ed, and filed	481
postmasters reported to the Auditor	481
ar letters sent on appointments, establishments, changes of and discontinuances of post-offices	92,891
rs sent with new bonds	5,296
rs sent to appointees delinquent in the execution of their	1,380
r letters accompanying bonds returned for correction	3,568
rs accompanying commission sent to postmasters	17,519
circulars sent to chief post-office inspector	2,474
rs sent to postmasters delinquent in furnishing new bonds	979
r letters sent notifying sureties of death of postmasters	578
ript letters written	5,097
lce inspector's reports on responsibility of sureties received, led	2,191
aths for assistant postmasters, clerks, and employés mailed	26,698
of assistant postmasters, clerks, and employés received, sed and filed	35,031
hments, discontinuances, and changes of names and sites of rted to the Second Assistant Postmaster-General	4,941
hments, discontinuances, and changes of names and sites of rted to the Third Assistant Postmaster-General	4,457
hments, discontinuances, and changes of names and sites of ted to the equipment divison	4,457
lces reported to the division of post-office supplies	2,648
inuances reported to the Auditor	1,014
made on the books of the division	93,498
records in use	37
orms in use	75

ent showing the annual increase of business in the bond division, Post-Office Department, for the years 1888 *and* 1889.

	Year ending June 30, 1888.	Year ending June 30, 1889.
al appointments upon which bonds were mailed	749	829
s cases considered	14,575	20,765
nt bonds received, approved, and filed	12,044	17,519
s issued to postmasters	12,066	17,519
postmasters commissioned during the year	1,436	3,935
s mailed on appointments, establishments, and changes	66,651	92,891
t letters written and mailed	4,979	5,095
tant postmasters examined and filed	27,179	35,071
de in books of the division	78,079	93,498

Statement of the penalties of all bonds on file in the Bond Division, June

States and Territories.	No. of post-offices and bonds.	Penalty of Presidential bonds.	Penalty of money-order bonds.	Penalty of fourth-class bonds other than money order.
Alabama	1,719	$963,000	$450,000	$831,500
Alaska	15			12,500
Arizona	160	80,000	129,000	96,500
Arkansas	1,395	301,000	555,000	716,500
California	1,278	1,219,000	657,000	847,000
Colorado	609	545,000	452,000	410,000
Connecticut	485	733,000	231,000	420,500
Dakota	1,079	480,000	573,000	755,000
Delaware	149	90,000	54,000	92,500
District of Columbia	13	100,000		9,500
Florida	780	257,000	408,000	397,500
Georgia	1,745	445,000	564,000	895,500
Idaho	229	79,000	158,000	135,000
Illinois	2,352	2,260,000	2,398,000	1,254,000
Indiana	1,991	1,066,000	1,266,000	1,090,000
Indian Territory	246	7,000	86,000	171,000
Iowa	1,732	1,461,000	2,288,000	773,500
Kansas	1,818	1,277,000	1,963,000	771,000
Kentucky	2,037	523,000	480,000	1,100,500
Louisiana	787	342,000	361,000	441,000
Maine	1,069	589,000	480,000	726,500
Maryland	1,011	376,000	264,000	590,000
Massachusetts	839	1,685,000	465,000	654,500
Michigan	1,799	1,609,000	1,133,000	965,500
Minnesota	1,221	709,000	835,000	675,000
Mississippi	1,181	290,000	502,000	597,500
Missouri	2,257	1,120,000	1,553,000	1,230,500
Montana	303	198,000	428,000	216,000
Nebraska	1,070	753,000	701,000	485,000
Nevada	138	87,000	99,000	98,000
New Hampshire	527	365,000	287,000	375,000
New Jersey	806	841,000	196,000	605,500
New Mexico	228	102,000	144,000	153,500
New York	3,318	3,465,000	1,835,000	2,237,500
North Carolina	2,353	266,000	560,000	1,182,000
Ohio	2,956	2,064,000	2,056,000	1,617,500
Oregon	531	235,000	367,000	395,000
Pennsylvania	4,340	2,269,000	1,481,000	2,737,500
Rhode Island	129	193,000	62,000	109,000
South Carolina	1,036	266,000	397,000	544,500
Tennessee	2,129	500,000	482,000	1,099,000
Texas	2,105	1,137,000	1,449,000	1,062,500
Utah	244	97,000	128,000	263,500
Vermont	523	263,000	391,000	374,500
Virginia	2,539	471,000	493,000	1,390,000
Washington	476	173,000	275,000	327,500
West Virginia	1,449	174,000	288,000	751,500
Wisconsin	1,558	1,144,000	1,088,000	886,500
Wyoming	185	90,000	53,000	112,000
Total	58,999	33,110,000	31,455,000	33,621,000

DIVISION OF POST-OFFICE SUPPLIES.

This division furnishes post-offices, according to their cla with supplies, as follows:

Offices of the fourth class are furnished with 8-ounce lette facing slips, canceling ink, stamping pads, post-marking, canceling stamps, thirty-eight forms of blanks, and if the the office be $100 or more per annum, with twine and wrapp

Offices of the third class are furnished, in addition to the thirty-two forms of blanks, with 4-pound scales, and when n weigh second-class matter, 62 and 240 pound scales.

Offices of the first and second classes are furnished, in add above, with test-weights, 600-pound scales, when necessary, t of blanks pertaining to the free-delivery system, and with n of stationery.

The Department proper is also furnished with one hundred and thirteen items of stationery; also blanks, blank books, labels, records, registers, etc.

WORK DONE BY THE DIVISION.

The number of requisitions briefed, filled, and filed for the various classes of articles furnished for the fiscal year ended June 30, 1889, is shown by the following:

TABLE 1.

Twine and wrapping paper	25,233
Marking and rating stamps	22,228
Letter balances and scales	6,784
Blanks and books	107,651
Canceling-ink and stamping-pads	18,281
Stationery	4,085
Total	184,262

The number of packages, registered packages, sacks, and cases of goods sent out during the same period is shown by the following:

TABLE 2.

Packages	244,132
Packages registered	1,622
Sacks	29,705
Cases	2,173
Total	277,632

The following table shows the quantity of the principal articles furnished for the fiscal year ended June 30, 1889:

TABLE 3.

Blanks		87,246,667
Books		92,303
Facing slips		327,659,840
Marking, rating, and canceling stamps		36,413
Cotton twine	pounds	53,994
Jute twine	do	855,115
Hemp twine	do	7,915
Letter balances and scales		7,079
Wrapping paper	reams	27,896
Canceling ink	pounds	18,263
Inking pads		20,647
Letter-heads and follow sheets		3,182,410
Envelopes		1,897,500
Card blotter	sheets	108,261
Card-board	do	148,698
Scratch blocks		17,538
Slide labels		803,950
Examination cards		601,500
Rubber bands	gross	4,239
Rubber bands	pounds	7,135
Rubber erasers		6,318
Pens	gross	8,456
Penholders		69,320
Lead pencils		175,132
Writing-inks	bottles	11,516
Mucilage	do	5,883
Mucilage and inkstands		8,162
Sponge-cups and paper-weights		5,090
Steel erasers and envelope knives		4,661
Shears		1,725
Rulers and folders		1,558
Carbon and *semi-carbon paper*	sheets	56,415

Rubber stamps
Press copy-books
Copying and blotting pads
Thumb tacks
Paper-fasteners
Pen-racks, clips, and letter-files
Sealing-wax ..... pounds..
Pins ..... boxes..
Pins ..... papers..
Sponge ..... pieces..
Shipping-tags

The amount of the more important portions of clerical lab formed is shown by the following table:

TABLE 4.

Entries of record:
- Wrapping-paper and twine
- Stamps
- Scales
- Inks and pads
- Journals
- Ledgers
- Itemized accounts
- Government Printing Office accounts

Accounts kept:
- Itemized
- Dollars and cents
- Inspection reports
- Orders on contractors
- Labels and tags written
- Letters written
- Circular-letters sent out
- Receipts written
- Memorandum bills filed
- Duplicate bills passed
- Advance exigency allowances to postmasters
- Books of record and press-copy books

The appropriations and expenditures for the fiscal year ende 30, 1889, are shown by the following, omitting cents for conven

TABLE 5.

	Appropriations.	Expe
Wrapping-paper	$45,000	
Twine	80,000	
Balances and scales	15,000	
Stamps, ink, and pads	43,000	
Stationery, Post-Office Department	10,000	
Stationery, first and second offices	55,000	
Printing	269,000	
Total	517,000	

The sum of the appropriations for the fiscal year ended June 3 amounted to $517,000, and the expenditures were $412,444, al per cent. of the appropriations. This left at the end of the fisc $104,556 unexpended, in addition to which there was on han amounting, as per inventory, to $59,560.93.

WRAPPING PAPER.

From the total appropriation of $45,000 there has been ex the sum of $44,074 (see table 5), leaving to the credit of the app

tion $926. There was on hand as per inventory of July 1, 1889, paper amounting in value to $7,898.46. The constant growth of the service, especially of the railway mail service, makes an equally increased demand for this item of wrapping paper. By reference to table 3, it will be seen that 327,659,840 facing slips were furnished, against 311,627,520 for the year ending June 30, 1888, an increase of 16,032,320 facing slips (equal to 928 reams of paper). This increase over the previous year shows the large and steady demand for these papers.

It is estimated that an increase of this appropriation to $53,000 will be required to meet the demands of the service for the fiscal year ending June 30, 1891.

TWINE.

There was expended from the appropriation of $80,000 for wrapping twine the sum of $71,439.23 (see table 5), leaving a balance of $8,560.77. There was on hand, as per inventory, July 1, 1889, twine amounting in value to $14,337. The amount of wrapping twine issued for the fiscal year ended June 30, 1888, was 832,404 pounds, while the amount issued for the present year was 917,024 pounds, showing an increase of 84,620 pounds in the amount used. The facilities for storing twine delivered by the contractor upon orders having been greatly increased, all cause for complaints from postmasters throughout the country in regard to filling their requisitions has been entirely removed, to the great advantage of the service. Taking into consideration the increased demand for this article caused by the natural growth of the service, it is very essential to increase the appropriation.

It is estimated that the sum of $85,000 will be required to meet the demands of the service for wrapping-twine for the fiscal year ending June 30, 1891.

LETTER BALANCES AND SCALES.

Table 5 shows from the appropriation of $15,000 for letter-balances and scales an expenditure of $14,954.80, leaving to the credit of the appropriation $45.20. Letter-balances of 8 ounce capacity are furnished to every post-office, 4-pound balances in cases where the receipts of the office reach $400 per annum; and 62, 240, or 600-pound scales to offices where second class matter is received. Taking into consideration the natural wear and tear upon scales which have been in service for a year or more, the constant growth of the service, and the continued establishment of new offices, it is deemed prudent to increase the appropriation.

I therefore ask that $18,000 be appropriated for letter-balances and scales for the fiscal year ending June 30, 1891.

STAMPS, INK, AND PADS.

The appropriation for stamps, ink, and pads for the fiscal year ended June 30, 1889, was $43,000; the expenditures were $37,042.16 (see table 5), leaving a balance to the credit of the appropriation of $5,957.84. There were on hand stamps, ink, and pads to the value of $4,993.05, as per inventory of July 1, 1889. The actual increase in the cost of this service over that of the previous year was $5,960.13. A thorough system of examination of all requisitions for the above-named articles has been established, thereby preventing the possibility of offices receiving duplicate stamps, etc.; therefore *the increased* cost has resulted wholly from *actual necessity. The constant establishment* of new offices war-

rants the request for a slight increase in this appropriation for coming fiscal year.

It is estimated that an appropriation of $40,000 will be required the fiscal year ending June 30, 1891.

STATIONERY FOR FIRST AND SECOND CLASS OFFICES.

The appropriation for stationery for offices of the first and sec classes for the year ended June 30, 1889, was $55,000. From this amo there has been expended $42,637.81, leaving a balance to the cre of the appropriation of $12,362.19. During the fiscal year 1888- the amount of $42,637.81 was paid out for purchases of contract a exigency supplies. Comparing the amounts expended for the two ye 1887-'88 and 1888-'89, amounting to $49,836.73 and $42,637.81 resp ively, it shows $7,198.92 less expended in the latter year than in the f mer. Contrasting the inventories of stock on hand for the same p riods, $29,695.84 and $23,432.34 respectively, there is also shown a d crease from that of the previous year amounting to $6,263.50. With decrease of $7,198.92 in the amount expended for purchases the actu decrease in the cost of the service was $935.42. While this is a ve satisfactory showing, it must be remembered that this service is co stantly enlarging, both by reason of the demand for an increase of su plies in the natural growth of the service, and of the establishment 36 new second class and 32 new free-delivery offices since July 1, 18 to be supplied during the present fiscal year.

In the consideration of these facts it is deemed essential that $57,0 should be appropriated to meet the demands of the service for the fis year ending June 30, 1891.

STATIONERY, POST-OFFICE DEPARTMENT.

From the appropriation of $10,000 for the purchase of stationery a free penalty envelopes there was expended $9,505.32 (see Table leaving a balance of $494.68. By comparing the amounts expended f the two years 1887-'88 and 1888-'89, $9,875.72 and $9,505.32, and t stock on hand as shown by the inventories at the close of each ye $3,964.48 and $3,849.22, it will be seen that there was a decrease in t cost of this service from that of the previous year amounting to $370.4 also a decrease in the amount of stock on hand of $125.26, making actual decrease of $255.14 in the amount of stationery and free pena envelopes furnished to the Department for the year ended June 1889. I desire at this point to state that the issue of stationery, es cially pertaining to post-offices of the first and second classes, is n guarded by a careful and systematic method, enabling postmasters receive a liberal supply, and at the same time saving thousands of d lars to the Department.

It is estimated that an appropriation of $12,000 will be required meet the demands of the Department for stationery and free pena envelopes for the fiscal year ending June 30, 1891.

PRINTING AND BINDING.

The regular appropriation for printing and binding for the fiscal ye ended June 30, 1889, was $200,000. In December, 1888, the Pub Printer notified the Department that its appropriation for printing a *binding was* exhausted, and an urgency appropriation of $69,000 w

Congress March 2, 1889, making a total appropriation of
· the fiscal year. From this appropriation there have been
by the Public Printer 87,334,685 blanks, books, etc. (see
cost of $192,802.05, the amount of the memorandum bills
d by the Public Printer, or 71.71 per cent. of the appropria-
g apparently an unexpended balance of $76,197.95. Three
d fifty-five requisitions, amounting to $7,275.62, in addition
unt shown as furnished, were made upon the Public Printer
expiration of the fiscal year, but were held up by that officer
ed and carried to the appropriation for the fiscal year ending
890. For the fiscal year 4,584 requisitions were made on the
nter, against 5,048 requisitions during the previous year.
mated that an appropriation of $285,000 will be required to
lemands of the service for the fiscal year ending June 30,
ew of the increasing demands likely to be made upon the
ion for printing and binding, from the natural growth of the
d from the further fact that the Public Printer requires a
ntage of the appropriation for his current expenses.

PACKING-BOXES, SAW-DUST, PASTE, AND HARDWARE.

opriation for the year ending June 30, 1890, being the first
ion for the above articles, I consider it requisite that the
unt be set apart for the coming year. I therefore ask that
appropriated for the purchase of packing-boxes, saw-dust,
hardware for the fiscal year ending June 30, 1891.

FACING SLIPS, CARD SLIDE LABELS, BLANKS, AND BOOKS.

opriation for the fiscal year ending June 30, 1890, is also the
priation for the above-named articles. I regard it as a very
one, and deem it essential to the service, and ask that the
unt, $7,000, be appropriated for the printing of facing slips,
labels, blanks, and books of an urgent nature for the first
class post-offices for the fiscal year ending June 30, 1891.

ppropriations needed for the Division of Post-Office Supplies for the year
30, 1891, as compared with those submitted for the year ending June 30, 1890.

Items.	Estimate for 1890–'91.	Estimate for 1889–'90.	Increase.	Decrease.
facing slip-paper	$53,000	$50,000	$3,000	.....
ce	85,000	85,000	.....	.....
and scales	18,000	15,000	3,000	.....
nting, and canceling stamps, ink, and pads ..	40,000	35,000	5,000	.....
and second class post-offices	57,000	57,500	.....	$500
free penalty envelopes, Post-Office Depart-	12,000	11,000	1,000	.....
nding	285,000	284,000	1,000	.....
saw-dust, paste, and hardware	3,000	3,000	.....	.....
rd slide labels, and books of an urgent nature.	7,000	7,000	.....	.....
	560,000	547,500	13,000	500

going tables shows an increase of $13,000 in the estimates for
ear 1890–'91 over those of 1889–'90, itemized as follows: For
and facing slip paper, $3,000; letter-balances and scales,
stmarking, rating, and canceling stamps, ink, and pads,

$5,000; stationery and free penalty envelopes, $1,000; printing and binding, $1,000; and a decrease of $500 for stationery at first and second class post-offices. The net amount of increase suggested is therefore $12,500.

THE FREE-DELIVERY SYSTEM.

NEW FREE-DELIVERY OFFICES.

At the close of the fiscal year there were 401 free-delivery offices, an increase of 43 over the number in operation June 30, 1888.

The new offices established were:

Alton, Ill.
Batavia, N. Y.
Bayonne, N. J.
Beverly, Mass.
Chippewa Falls Wis.
Columbus, Ind.
Corsicana, Tex.
Crawfordsville, Ind.
Elyria, Ohio.
Findlay, Ohio.
Fremont, Ohio.
Fremont, Nebr.
Greenville, S. C.
Goshen, Ind.
Hyde Park, Mass.
Ithaca, N. Y.
Monmouth, Ill.
Morristown, N. J.
Muncie, Ind.
Nebraska City, Nebr
New London, Conn.
Newton, Mass.
Norwalk, Conn.
Olean, N. Y.
Oneida, N. Y
Paris, Tex.
Passaic, N. J.
Pine Bluff, Ark.
Pittston, Pa.
Plainfield, N. J.
Plattsburgh, N. Y.
Port Jervis, N. Y.
Red Wing, Minn.
Roanoke, Va.
Rockland, Me.
St. Albans, Vt.
Seneca Falls, N. Y.
Spokane Falls, Wash.
Waco, Tex.
Walla Walla, Wash.
Warren, Ohio.
West Troy, N. Y.
Woburn, Mass.

INCREASE IN CARRIERS' APPROPRIATION, ETC.

The number of carriers had increased from 6,346 to 8,257 during the fiscal year. This large increase was caused by the act of May 24, 1888, limiting the employment of carriers to eight hours per day.

The appropriation for the service was $7,000,000. The total cost thereof was $6,957,941.90, leaving an unexpended balance of $42,058.10.

COMPARATIVE RESULTS FOR 1888 AND 1889.

The following table will show the aggregate results of the operations of the free-delivery system, and a comparison with the preceding year:

Aggregate results of the free-delivery service for the fiscal year ended June 30, 1889.

	1888.	1889.	Increase.	Per cent.
Number of offices	358	401	43	12.01
Number of carriers	6,346	8,257	1,911	30.11
Registered letters delivered	4,271,105	4,523,564	252,459	5.91
Letters delivered	873,760,692	1,053,920,529	180,159,837	20.62
Postal-cards delivered	212,426,703	253,223,124	40,796,421	19.67
Newspapers, etc., delivered	428,710,933	491,595,219	62,884,286	14.67
Letters collected	760,113,963	884,664,554	124,550,591	16.38
Postal-cards collected	223,980,437	260,267,041	36,286,604	16.20
Newspapers, etc., collected	127,597,925	137,611,509	10,013,584	7.85
Whole number of pieces handled	2,630,861,758	3,085,805,540	454,943,782	17.25
Pieces handled per carrier	415,563	*373,720	41,843	*10.07
Total cost of service, including post-office inspectors	$5,422,356.36	$6,957,941.90	$1,535,585.54	†28.33
Average cost per carrier	852.06	*839.35	12.71	*1.49
Average cost per piece in mills	2.0	†2.2	0.2	†10.00
Amount of postage on local matter	$7,721,689.16	$9,536,921.82	$1,815,232.66	$23.50
Excess of postage on local matter over total cost of service	$2,299,332.80	$2,578,979.92	$279,647.12	$12.16

* Decrease. † Increase.

The examination of this table giving aggregate results of the service for 1888 and 1889 will show the enormous increase in all of its operations and the possibilities for the future. From the inauguration of the free-delivery system, July 1, 1863, until June 30, 1874, the cost of the service exceeded the receipts from local postage. On June 30, 1875, the system had become self-sustaining, with a balance over of $67,517.55. From that day the balance on the credit side increased from year to year until on June 30, 1889, it had reached the sum of $2,578,979.92, an amount far in excess of the expectation of its founders.

It will be noticed that the number of pieces of mail handled by carriers during the last fiscal year was 3,085,805,540, an increase over the preceding year of 454,943,782. Notwithstanding this almost fabulous result it is proper to state that the complaints which reach this office, on account of mis-delivery of mail, delay in delivery, delivery to wrong address, and other errors of the carrier, will not exceed 300 per year.

DIVERSE RESULTS AND REASONS THEREFOR.

The diverse results at different offices as shown by the table, in regard to number of pieces handled, cost per piece in mills, cost of the service, disproportionate number of carriers to the population and business done, and other irregular features of the service which appear, are due to a variety of causes, among which may be mentioned the following:

The climate; the physical and geographical conditions of the territory to be served, such as streams to cross and hilly and broken ground to traverse; the amount of sparsely settled country and the number of large estates on the carriers' routes; the time of arrival and departure of mails and the quantity to be handled; the number of individual letters and pieces, and of packages of mail containing numerous letters and other matter to one address and delivered in bulk to business houses and manufacturing establishments; the failure in many cases to obtain a correct count rather than a very liberal estimate of pieces handled; the time required to make the service efficient at offices recently established; the compactness of some cities where a large business is done; and the number of dwellings in other cities more particularly occupied for residences, where a small amount only of business mail is handled. Every effort is being made by the inspectors and the superintendent to correct all inequalities, and examinations of free-delivery offices are constantly being made with a view to secure a correct count of local postage and number of pieces of mail handled, and also provide a satisfactory service to the patrons of every office.

EXCESS OF LOCAL POSTAGE OVER COST OF SERVICE.

The receipts from local postage exceeded the cost of service in 36 of the 401 offices (being two less than the preceding year), as shown by the following table:

Post-offices at which the local postage exceeded the cost of the service.

Name of office.	Receipts from local postage.	Cost of carrier service.	Net gain.
Atlanta, Ga	$23,049.68	$18,567.51	$4,482.17
Baltimore, Md	268,914.19	191,994.06	76,920.13
Birmingham, Ala	14,058.92	6,850.13	7,208.79
Boston, Mass	770,089.47	381,890.39	388,149.08
Brooklyn, N. Y	488,583.58	302,075.35	186,508.23
Buffalo, N. Y	128,532.74	91,004.98	37,527.76
Chicago, Ill	708,542.33	435,029.85	273,512.48
Cincinnati, Ohio	154,396.82	126,892.29	27,494.53
Colorado Springs, Colo	4,561.72	2,866.67	1,715.05
Denver, Colo	62,541.37	31,311.45	31,229.92
Detroit, Mich	73,724.62	71,408.19	2,316.43
Hartford, Conn	28,141.31	22,385.30	5,756.01
Kansas City, Mo	57,731.36	56,139.42	1,591.94
Leavenworth, Kans	14,232.44	7,401.53	6,830.91
Lowell, Mass	20,996.08	20,047.26	948.82
Montgomery, Ala	5,764.59	5,160.93	603.66
Morristown, N. J	2,668.47	2,363.14	305.33
Newark, N. J	71,267.99	56,528.57	14,739.42
New Haven, Conn	35,476.49	28,715.54	6,760.95
New Orleans, La	88,970.20	73,168.31	15,801.89
New York, N. Y	2,272,583.56	920,160.09	1,352,423.47
Omaha, Nebr	97,545.60	31,930.07	65,615.53
Philadelphia, Pa	1,426,182.90	595,781.66	830,401.24
Pittsburgh, Pa	102,063.42	83,346.45	18,716.97
Providence, R. I	53,161.03	46,421.56	6,739.47
Rochester, N. Y	61,772.13	54,080.93	7,691.20
St. Louis, Mo	609,522.16	208,178.82	401,343.34
St. Paul, Minn	72,490.35	60,845.46	11,644.89
San Francisco, Cal	195,881.61	140,477.06	55,404.55
Scranton, Pa	21,398.94	19,068.47	2,330.47
Seattle, Wash	5,560.77	5,488.12	72.65
Syracuse, N. Y	29,122.56	28,479.76	642.80
Tacoma, Wash	4,748.58	4,660.23	88.35
Troy, N. Y	33,021.92	29,401.64	3,620.28
Wilkes Barre, Pa	13,959.92	12,270.76	1,089.16
Yonkers, N. Y	9,429.87	9,110.65	319.22

GROWTH OF THE SYSTEM.

The following table, showing in detail the growth of the free-delivery system of the Post-Office Department from its inauguration, July 1, 1863, is herewith submitted:

Showing the growth of the free-delivery service from its inauguration, July 1, 1863.

Year.	Number of offices.	Number of carriers.	Cost of service.	Postage on local matter.	Excess of cost.	Excess of postage on local matter.
1863-'64	66	685	$317,063.20			
1864-'65	45	757	448,664.51			
1865-'66	46	863	589,296.41			
1866-'67	47	943	698,934.24			
1867-'68	48	1,198	995,934.59			
1868-'69	48	1,246	1,183,915.31			
1869-'70	51	1,302	1,230,079.85	$681,864.70	$548,215.15	
1870-'71	52	1,419	1,353,923.23	758,120.78	595,802.45	
1871-'72	52	1,443	1,385,965.76	907,351.93	478,613.83	
1872-'73	52	1,498	1,422,495.48	1,112,251.21	310,244.27	
1873-'74	57	2,049	1,802,696.41	1,611,481.66	191,214.75	
1874-'75	87	2,195	1,880,041.99	1,947,599.54		967,517.55
1875-'76	87	2,269	1,981,186.81	2,065,561.73		84,375.22
1876-'77	87	2,265	1,893,619.85	2,254,597.83		360,977.98
1877-'78	87	2,275	1,824,166.96	2,452,251.51		628,084.55
1878-'79	93	2,359	1,947,706.61	2,812,523.86		864,771.14
1879-'80	104	2,688	2,363,693.14	3,068,797.14		705,104.00
1880-'81	109	2,861	2,499,911.54	3,273,630.39		773,718.85
1881-'82	112	3,115	2,623,262.74	3,816,576.09		1,193,313.35
1882-'83	154	3,660	3,173,336.51	4,195,230.52		1,021,894.01
1883-'84	159	3,890	3,504,206.52	4,778,484.87		1,274,278.35
1884-'85	178	4,358	3,985,952.55	5,281,721.10		1,295,768.55
1885-'86	181	4,841	4,312,306.70	5,839,243.97		1,526,936.27
1886-'87	189	5,310	4,618,092.07	6,691,253.69		2,073,561.62
1887-'88	358	6,346	5,422,356.36	7,721,689.16		2,299,332.80
1888-'89	401	8,257	6,957,941.90	9,536,921.82		2,578,979.92

THE EIGHT-HOUR LAW.

The service was reorganized to comply with the act of May 24, 1888, limiting the employment of letter-carriers to eight hours per day during that year, and yet on account of the increasing business, requisitions are being constantly made by postmasters for additional carriers to enable them to keep within the law. The schedules fixed by postmasters and inspectors require frequent changes, and claims of carriers for payment for overtime service will be numerous every year as long as the law remains in force with its present construction. It does not provide an average service of eight hours for any period, and while full payment of the fixed salary is required where the service is performed within a less number of hours, as is often the case when the mail to be handled is light, an excess of time over eight hours on any day, however short the period, entitles the carrier to payment *pro rata*. Until another year has passed it will be difficult to estimate the amount to be appropriated annually for payment of these claims, or the amount required for additional carriers and other expenses on account of the passage of this law.

CHANGES IN EXISTING LAWS RECOMMENDED.

In my opinion the time has arrived for the extension of the free-delivery system to many cities which are now deprived of it under the present law, which provides for its introduction, in the discretion of the Postmaster-General, to "every place containing a population of not less than 10,000 within its corporate limits according to the last general census taken *by authority of State or United States* law, or at any

post-office which produced a gross revenue for the preceding fiscal ye of not less than $10,000."

I believe it was the intention and desire of the founders of the syst that it be extended from time to time and as soon as practicable to offices of sufficient importance to need the service, and that the amer ments to the law to extend it, heretofore made, have met with the appro of the people. An amendment of the law is recommended so as include in the discretion of the Postmaster-General all places wh have a population, as shown by the last general State or United Sta Census, of 5,000, provided the post-offices produced a revenue for preceding fiscal year of at least $8,000. This will embrace all the portant post-offices of the second class. The law at present does provide sufficient allowances for third-class offices to warrant a sa factory free-delivery service.

The law now in force makes no distinction in salaries between let carriers and collectors of mail matter, while in case of the forme higher intelligence is necessary in the performance of the duties quired. The collection service, however, requires only men of good ch acter and of the requisite physical ability, for which $600 per ann would be an adequate compensation. Now all are treated alike and promotions of collectors are made from $600 to $800, $850, and $1,000 per num, the same as of delivery carriers. The carriers become more effici and are able to handle and deliver their mail with greater facility fr year to year, while the collectors can perform, as a rule, as satisfact service the first year as afterwards. Should a class of collectors created by law with an annual salary not to exceed $600, and not s ject to promotion, the decreased expenses would encourage a separa of the delivery and collection service and thus insure greater pron ness and better results in both branches. It is not intended to rec mend a reduction of the salaries of old carriers who may be perform collection service at the time the law shall take effect, or prevent th promotion under existing law. Provision should be made for new who shall be required for collection service only at a salary of $600 annum, from and after a given date.

The law now provides for a leave of absence with pay, of fifteen d in each year, for letter-carriers. If absent for any cause in exces that time their routes are served by substitutes who receive the pa the carriers. Carriers occasionally become disabled by accident o vere illness and are unable to resume their duties for several day weeks, which in case of poor men may result in much hardship. I th the law should be so amended as to provide for payment in such c out of the regular appropriation for this service, of the salary now fi by law, for a limited time, to those whose disabilities have been incu in the line of duty.

FREE-DELIVERY STATIONS.

At the close of the fiscal year there were 198 stations connected free-delivery offices, and since then 28 additional have been es lished, making 226 in all. These stations are for the accommoda of the people remote from the post-office and have facilities for regis tion of letters, issue of money-orders, and sale of postal supplies, a large number have, in addition, a direct service to the people by let carriers. The facilities afforded by these stations relieve the main of increase the postal revenues, and give a better service generally, *should be judiciously* increased in number as the necessity for them *comes apparent.*

ADDITIONAL OFFICES.

Since the close of the fiscal year 32 additional offices have been established, and 20 applications are awaiting consideration and final action. Many additional offices may at the end of this fiscal year be entitled to the service on account of their having the required revenue. It is expected that after the census of 1890 shall have been completed a large number of additional places will be entitled to this service, which are now precluded although they actually have the requisite population, as the law requires that the population shall be ascertained by general State or United States census.

Additional information, showing the operations in detail at every free-delivery office, will be found in tabulated statement appended hereto marked Table A.

ESTIMATES AND APPROPRIATIONS.

The estimates, appropriations, and expenditures for this service for the past two years were as follows:

	1887–'88.	1888–'89.	Increase.
Estimates	$5,522,500.00	$7,000,000.00	$1,477,500.00
Appropriations	5,522,500.00	7,000,000.00	1,477,500.00
Expenditures	5,422,356.36	6,957,941.90	1,535,585.54

The large increase in expenditure for 1888–'89 over the preceding year was occasioned by the act of May 24, 1888, entitled, "An act to limit the hours that letter-carriers in cities shall be employed per day," which required a large addition to the force in nearly every city; and by the extension of the service to forty-three additional places.

The appropriation for the current fiscal year is $8,000,000.

ESTIMATE FOR THE FISCAL YEAR COMMENCING JULY 1, 1890, AND ENDING JUNE 30, 1891.

The annual pay of carriers in service on June 30, 1890, subject to the usual changes, will be as follows:

3,635 carriers at $1,000 each	$3,635,000.00
2,761 carriers at $850 each	2,346,850.00
1,261 carriers at $800 each	1,008,800.00
1,333 carriers at $600 each	799,800.00
8,990	$7,790,450.00
To which is to be added:	
For promotions of 2,594 carriers, under act of August 2, 1882	425,285.00
Additional carriers (equal to 400 for full year)	240,000.00
Pay of substitutes for carriers on vacation (8,990)	224,750.00
Pay of substitutes for additional carriers on vacation (400)	10,000.00
Pay of substitutes for holidays and emergencies	2,500.00
Pay of temporary carriers	2,500.00
Incidental expenses	350,000.00
Post-office inspectors (cost last year $27,394.82)	24,000.00
	$9,069,485.00

The annual pay of carriers, as above given in detail, is ascertained by adding to the salaries on November 1 the increased pay of those entitled to promotion under act of August 2, 1882, and by adding to the number of the $600 men the additional carriers which will be needed for new offices and *the present service prior to* June 30, 1890.

All $800 and $600 men in the service June 30, next—two thousand five hundred and ninety-four in number—will be entitled to promotion during the next fiscal year, under the act of August 2, 1882. The amount required for this purpose, viz, $425,285, has been ascertained from the books of the office, which are correctly kept from day to day.

The amount estimated for additional carriers ($240,000) is to provide for the general increase of the business and extension of the service at 460 free-delivery offices (the probable number June 30, 1890) and to establish the system at additional places which may have the requirements under act of January 3, 1887. Even with this sum, an economical and judicious allotment to the various offices will be necessary, with proper average as to time throughout the year, so as to permit the appointment of the number required for a satisfactory service.

The amount required for pay of substitutes for carriers on vacation ($234,750) is in accordance with the act of June 27, 1884, being $25 each for the 8,990 carriers in service June 30, 1890, and for pay of substitutes for the additional carriers (400).

The first item of $2,500 in estimate for "pay of substitutes for holidays and emergencies," is for the extra service required to handle the additional mail which accumulates during the elections and the holiday season. The second item of $2,500 is for pay of temporary carriers at watering places during the summer season, and other special services.

The item of $24,000 for post-office inspectors covers the amount to be paid out of the free-delivery appropriation by direction of the Postmaster-General.

The amount estimated for incidental expenses ($350,000) is an increase of $50,000 over the amount required for the present year ($300,000). This item covers the expenditures for horse-hire, car-fare, contracts for wagon-service, letter-boxes, satchels, furniture, time-cards, and all other expenses connected with the service not above enumerated.

Of the amount of estimate ($9,069,485) the sum of $8,769,485 will be required by operation of law, the increase being $300,000, viz: For additional carriers ($240,000), additional substitutes ($10,000), and additional amount for incidental expenses ($50,000).

It is estimated that the local postage for the next fiscal year will exceed the entire cost of the service by at least $3,000,000.

DIVISION OF CORRESPONDENCE.

The work of this division being largely the construction of the postal laws and regulations, and legal in its character, was, by order of the Postmaster-General, dated September 15, 1888, transferred to the office of the Assistant Attorney-General, in whose report will appear a statement of the business transacted therein.

In closing this report I desire to put on record, in this enduring form, my appreciation of the faithful and intelligent services of the chiefs of divisions and the clerks in this bureau, to whose efficiency and fidelity the successful discharge of its duties is most largely due.

Very respectfully,

J. S. CLARKSON,
First Assistant Postmaster-General.

Hon. JOHN WANAMAKER,
Postmaster-General.

REPORT OF THE POSTMASTER-GENERAL.

...tement showing the number of carriers in service June 30, 1889, the amount of postage on local matter de...

...ce and State.	Carriers.	Delivered.				Collected.	
		Registered letters.	Letters.	Postal cards.	Newspapers.	Local letters.	Mail letters.
...ne, Kans.	2	505	191,489	41,755	165,682	23,218	
...an, Mich.	6	1,042	344,584	91,765	247,701	39,992	
...on, Ohio	12	3,504	1,210,219	244,051	858,458	90,600	
...any, N. Y.	40	13,873	4,794,277	895,385	2,514,119	522,422	
...xandria, Va.	4	2,012	325,502	85,019	205,892	11,801	
...egheny, Pa.	24	18,542	3,502,916	771,053	1,896,976	475,719	
...entown, Pa.	9	3,037	947,120	230,848	480,506	57,708	
...ton, Ill.	5	567	236,906	45,635	117,883	18,357	
...toona, Pa.	10	1,588	850,919	155,893	616,330	37,895	
...sterdam, N. Y.	7	1,227	459,735	70,897	276,614	14,4...	
...napolis, Md.	2	905	199,772	35,181	131,091	6,...	
...Ann Arbor, Mich.	7	1,486	662,343	118,507	543,906	25,...	
...Ansonia, Conn.	5	643	211,227	41,662	140,639	5...	
...Appleton, Wis.	5	934	204,251	56,143	274,325		
...Asbury Park, N. J.	3	970	293,730	37,402	159,579		
...Ashland, Wis.	6	1,044	425,219	54,161	228,192		
...Atchison, Kans.	9	2,251	1,161,307	282,765	750,010		
...Atlanta, Ga.	22	26,997	3,481,156	803,985	2,416,333		
...Atlantic City, N. J.	6	2,262	693,071	131,700	391,679		
...Auburn, Me.	5	963	197,916	47,911	150,452		
...Auburn, N. Y.	13	4,516	1,294,772	246,423	856,794		
...Auburn, Ga.	16	10,492	2,685,514	947,652	1,817,375		
...Augusta, Me.	9	29,817	1,108,854	180,205	228,770		
...Augusta, Ill.	6	2,267	809,934	176,173	721,074		
...Aurora, Ill.	9	1,977	1,295,249	273,136	1,022,699		
...Austin, Tex.	8	93,968	15,512,135	4,945,264	7,560,150		
...Baltimore, Md.	214	8,260	560,137	95,869	416,222		
...Bangor, Me.	9	248	99,320	17,351	76,91...		
...Batavia, N. Y. †	5		199,156	25,424	124,53...		
...Bath, Me.	4	2,431	801,100	158,784	424,19...		
...Battle Creek, Mich.	8	4,711	1,449,892	259,792	1,157,5...		
...Bay City, Mich.	11	454	126,737	21,506	64,1...		
...Bayonne, N. J. †	7	432	304,412	51,667	272,0...		
...Beatrice, Nebr.	4	840	281,953	75,183	225,5...		
...Beaver Falls, Pa.	5	1,475	293,621	65,843	353,...		
...Belleville, Ill.	7	1,304	317,314	65,167	241,...		
...Bethlehem, Pa.	4	938	213,780	86,994	122,...		
...Beverly, Mass.	5	4,753	1,881,050	252,844	860,...		
...Binghamton, N. Y.	14	3,663	878,694	127,361	325,...		
...Birmingham, Ala.	8	853	379,432	59,354	217,...		
...Birmingham, Conn.	5	6,484	1,224,156	225,463	1,159,...		
...Bloomington, Ill.	11	155,669	54,193,510	12,853,514	22,946,...		
...Boston, Mass.	401	1,929	662,557	139,717	435,...		
...Bradford, Pa.	6	2,712	341,537	71,913	288,...		
...Brattleborough, Vt.	5	4,703	1,438,771	259,408	873,...		
...Bridgeport, Conn.	18	958	313,015	55,810	190,...		
...Bridgeton, N. J.	5	1,524	669,718	166,189	627,...		
...Brockton, Mass.	9	94,814	32,795,608	9,472,600	14,852,...		
...Brooklyn, N. Y.	331	82,875	14,832,755	2,977,153	7,58...		
...Buffalo, N. Y.	100	4,512	1,061,275	213,207	71...		
...Burlington, Iowa	11	4,287	1,116,950	201,365	79...		
...Burlington, Vt.	9	4,094	306,372	87,498	15...		
...Cairo, Ill.	5	6,155	1,479,971	424,491	1,0...		
...Camden, N. J.	21	3,715	1,165,010	189,996	9...		
...Canton, Ohio	10	993	330,787	38,628	2...		
...Carlisle, Pa.	4	214	80,226	16,264			
...Carthage, Mo.	2	1,938	586,836	112,637			
...Cedar Rapids, Iowa	9	598	208,295	41,280			
...Chambersburgh, Pa.	4	601	306,918	68,998			
...Champaign, Ill.	4	17,043	2,179,166	477,394			
...Charleston, S. C.	22	1,747	196,750	33,199			
...Charleston, W. Va.	3	1,403	297,049	57,548			
...Charlotte, N. C.	4	11,506	1,561,281	289,637			
...Chattanooga, Tenn.	14	1,123	442,685	122,603			
...Chester, Pa.	7	1,395	210,034	26,404			
...Cheyenne, Wyo.	3	495,693	107,157,203	24,765,986			
...Chicago, Ill.	485	606	218,742	46,386			
...Chillicothe, Ohio	5	379	110,195	18,568			
...Chippewa Falls, Wis. †	4	89,660	15,909,946	3,251,931			
...Cincinnati, Ohio	151	81,761	13,741,731	2,893,061			
...Cleveland, Ohio	91	1,581	522,544	87,355			
...Clinton, Iowa	0	1,605	618,972	76,988			
...Cohoes, N. Y.	10	715	468,537	12,982			
Colorado Springs, Colo	4						

* Established November 1, 1888.

† Estab...

of mail delivered and collected, the number of pieces handled, the cost of service, and the ing the fiscal year ended June 30, 1889.

Collected.			Pieces handled.		Cost of service.			Postage on local matter.	
Local postal cards.	Mail postal cards.	Newspapers, etc.	Aggregate.	Per carrier.	Aggregate.	Per carrier.	Per piece in mills.		
18,128	20,832	12,879	565,208	188,403	$2,084.81	$694.94	3.6	$828.88	1
22,228	116,002	30,186	1,288,888	230,648	4,831.47	805.24	3.4	1,227.19	2
46,132	214,044	431,134	4,229,237	352,436	9,729.31	810.78	2.3	3,613.38	3
317,954	441,652	275,883	11,904,070	299,852	36,611.61	915.29	3.0	16,253.31	4
2,508	74,382	20,432	967,090	241,772	3,248.34	812.08	3.3	396.60	5
214,497	523,012	268,928	10,272,496	428,021	21,371.44	890.48	2.0	18,227.66	6
19,037	196,211	59,604	2,655,568	295,063	7,283.64	809.29	2.7	2,016.98	7
9,274	16,962	6,775	523,586	104,717	1,883.78	376.76	3.6	912.86	8
17,406	56,647	20,896	2,090,013	209,001	7,696.73	769.67	3.7	2,411.63	9
9,476	30,066	18,177	1,100,990	157,283	5,053.88	721.98	4.5	1,566.76	10
1,308	19,139	9,564	504,609	168,203	2,634.03	878.01	5.2	435.27	11
10,885	62,551	23,807	1,798,409	256,915	5,330.37	761.48	2.9	1,527.67	12
5,392	9,935	7,304	489,620	97,924	4,228.62	845.72	8.6	703.48	13
2,954	19,558	5,897	806,704	161,341	3,369.56	673.91	4.1	1,081.00	14
2,986	37,533	16,384	793,346	264,449	2,390.64	796.88	3.0	773.99	15
10,550	26,128	8,583	995,784	165,964	4,428.37	738.06	4.4	1,254.51	16
78,500	181,503	85,979	2,392,697	876,966	6,972.43	774.71	2.0	6,252.76	17
328,423	622,835	276,589	10,699,966	486,362	18,567.51	843.98	1.7	23,049.68	18
5,358	122,214	11,234	1,880,179	305,030	5,266.85	877.72	2.8	1,350.62	19
2,832	16,779	7,994	506,661	101,332	4,008.88	801.78	7.9	644.28	20
36,709	117,811	161,729	3,567,527	274,425	10,046.45	772.80	2.8	3,481.95	21
77,742	199,272	60,740	6,744,598	421,537	13,026.68	814.17	1.9	4,192.07	22
15,509	107,644	89,029	2,229,728	371,621	4,715.29	785.88	2.1	1,536.64	23
29,410	106,285	104,972	2,638,582	293,176	7,006.41	778.49	2.6	2,590.76	24
29,816	68,772	44,681	3,321,013	415,127	7,234.46	904.31	2.1	2,720.92	25
3,635,942	3,256,470	2,846,823	61,164,998	285,818	191,994.06	897.17	3.1	368,914.19	26
31,122	80,982	54,911	1,772,296	196,922	6,618.68	735.41	3.7	2,441.33	27
1,066	5,507	2,940	245,629	49,106	1,553.99	310.80	6.3	393.10	28
.....	19,682	13,608	515,845	128,961	3,204.13	801.03	6.2	507.17	29
7,771	48,589	59,691	1,770,970	221,371	6,624.38	828.05	3.7	1,228.76	30
101,442	115,505	372,954	4,260,609	387,328	8,744.70	794.97	2.0	4,132.50	31
2,778	8,298	4,624	295,634	42,233	2,091.56	298.79	7.0	372.07	32
4,940	20,622	6,300	795,329	198,832	3,308.17	827.04	4.1	1,270.50	33
7,822	28,337	6,265	744,059	148,812	3,362.33	672.47	4.5	1,304.67	34
10,412	33,333	25,112	950,445	135,778	5,516.61	788.09	5.8	902.05	35
4,990	28,546	7,539	814,159	203,539	3,078.73	769.67	3.7	1,298.26	36
6,988	18,923	37,706	556,795	111,359	2,129.71	425.94	3.8	577.93	37
37,836	115,560	71,285	3,472,938	276,638	10,043.23	717.37	2.8	6,015.83	38
34,732	95,290	82,140	2,305,338	288,167	6,850.13	856.27	2.9	14,058.92	39
6,581	23,797	16,768	877,866	175,573	4,317.46	863.49	4.9	1,382.68	40
25,016	107,124	133,664	3,315,658	301,423	8,570.87	779.17	2.5	2,750.42	41
16,208,758	11,731,896	6,927,214	187,143,596	466,692	381,890.39	952.34	2.0	770,039.47	42
18,098	76,197	44,586	1,799,949	299,991	4,892.56	815.43	2.7	1,683.98	43
12,906	66,012	226,998	1,329,819	265,964	4,318.89	863.80	3.2	1,062.28	44
68,289	114,813	65,160	3,792,788	210,710	14,238.16	790.73	3.7	8,429.75	45
4,867	32,574	10,606	777,787	155,557	3,247.02	649.40	4.1	822.45	46
35,974	67,153	103,278	2,060,602	228,956	7,653.19	850.35	3.7	4,129.35	47
5,144,118	3,291,020	2,479,628	90,258,001	272,680	302,075.35	912.61	3.3	488,583.58	48
1,859,634	1,801,447	1,017,469	41,062,617	410,526	91,604.98	910.05	2.2	128,532.74	49
67,039	236,969	106,047	3,545,200	322,291	9,640.39	876.40	2.7	3,061.70	50
39,963	112,798	86,706	3,380,534	375,615	7,753.84	861.54	2.2	3,007.48	51
18,762	132,988	25,034	1,749,694	349,939	3,921.57	784.31	2.2	1,488.72	52
112,722	233,829	94,771	4,381,666	208,651	17,164.05	817.34	3.9	5,847.86	53
68,048	153,423	146,285	3,662,953	366,295	7,880.68	788.07	2.1	2,800.18	54
9,972	34,681	49,447	1,010,850	252,712	3,178.35	794.59	3.1	2,026.87	55
3,023	21,750	4,117	298,042	149,021	1,422.59	711.29	4.7	403.42	56
6,049	48,158	24,961	1,498,146	166,461	7,132.22	792.47	4.7	6,090.78	57
4,545	31,187	21,584	601,983	150,496	3,014.18	753.54	5.0	872.53	58
1,565	16,325	6,131	740,524	185,131	3,205.15	801.29	4.3	605.93	59
227,276	394,500	212,175	5,882,864	267,403	18,040.65	820.03	3.0	7,496.36	60
5,074	19,667	5,503	495,896	165,298	2,437.19	812.39	4.9	1,066.95	61
2,107	15,891	3,044	582,895	145,724	3,203.91	800.98	5.4	781.58	62
74,724	171,327	92,533	4,134,842	295,346	10,757.86	768.42	2.6	7,916.20	63
15,279	57,982	13,893	1,186,750	169,537	5,405.25	772.18	4.5	2,705.74	64
5,872	10,723	6,325	484,506	161,502	2,180.27	726.76	4.5	948.72	65
8,241,454	14,247,608	30,746,376	329,466,635	679,312	435,029.85	896.96	1.3	708,542.33	66
3,380	14,517	7,944	593,480	118,696	3,264.57	652.91	5.5	1,160.21	67
4,664	13,467	8,837	414,031	103,508	1,456.15	364.54	3.5	324.44	68
3,092,850	2,291,632	1,893,141	44,901,437	297,360	126,892.29	840.35	2.8	154,386.82	69
917,602	1,559,807	906,563	36,377,999	399,758	81,362.29	894.09	2.2	76,289.34	70
6,124	37,433	14,646	1,323,086	220,514	5,021.89	836.98	3.8	1,331.27	71
12,272	34,906	28,222	1,384,856	138,885	6,723.64	672.36	4.8	1,006.10	72
3,918	7,681	4,996	1,002,314	250,578	2,866.67	716.67	2.8	4,961.72	73

‡ *Established February 1, 1886.*

TABLE A.—*Statement showing the number of carriers in service June 30, 1889, the amount amount of postage on local matter dur*

	Post-office and State.	Carriers.	Delivered.				Collected.	
			Registered letters.	Letters.	Postal-cards.	Newspapers.	Local letters.	Mail letters.
1	Abilene, Kans.	3	505	191,489	41,755	165,682	23,213	90,725
2	Adrian, Mich.	6	1,042	344,584	91,765	247,701	39,992	489,388
3	Akron, Ohio.	12	3,504	1,210,219	244,061	858,458	90,600	1,131,095
4	Albany, N. Y.	40	13,373	4,794,277	895,385	2,514,119	522,422	2,219,005
5	Alexandria, Va.	4	2,012	825,502	85,019	205,892	11,801	239,542
6	Allegheny, Pa.	24	18,542	3,502,916	771,053	1,896,976	475,719	2,605,853
7	Allentown, Pa.	9	3,037	947,120	230,848	480,596	57,708	661,405
8	Alton, Ill.*	5	567	236,906	45,635	117,883	18,257	71,227
9	Altoona, Pa.	10	1,588	850,919	155,893	616,330	37,883	232,451
10	Amsterdam, N. Y.	7	1,227	459,735	76,897	276,614	14,452	220,336
11	Annapolis, Md	2	905	199,772	35,181	131,091	6,674	100,975
12	Ann Arbor, Mich.	7	1,486	662,343	118,507	543,006	25,661	350,163
13	Ansonia, Conn	5	643	211,227	41,662	140,539	5,035	67,883
14	Appleton, Wis	5	934	294,251	56,143	274,322	2,631	150,514
15	Asbury Park, N. J.	3	970	293,730	37,402	159,579	2,541	243,121
16	Ashland, Wis	6	1,044	425,219	54,161	228,192	16,849	225,058
17	Atchison, Kans.	9	2,251	1,161,307	282,765	750,010	100,967	742,415
18	Atlanta, Ga	22	26,997	3,481,156	803,985	2,416,333	246,932	2,495,716
19	Atlantic City, N. J.	6	2,262	693,071	131,700	391,673	16,815	455,852
20	Auburn, Me.	5	963	197,916	47,911	150,452	1,522	80,292
21	Auburn, N. Y.	13	4,516	1,294,772	246,423	856,794	88,888	759,885
22	Augusta, Ga	16	10,492	2,685,514	947,652	1,817,375	106,433	839,378
23	Augusta, Me	6	29,817	1,108,854	180,205	228,770	19,107	500,793
24	Aurora, Ill	9	2,267	809,934	176,173	721,074	58,947	635,520
25	Austin, Tex.	8	1,977	1,295,249	273,136	1,022,699	46,204	538,479
26	Baltimore, Md.	214	93,963	15,512,135	4,945,254	7,550,150	6,804,939	16,459,321
27	Bangor, Me	9	3,260	560,137	95,869	416,223	46,329	483,462
28	Batavia, N. Y.†	5	248	99,320	17,351	76,912	3,627	38,658
29	Bath, Me	4	.....	199,156	25,424	124,534	5,063	128,378
30	Battle Creek, Mich.	8	2,431	801,100	158,784	424,191	12,074	256,339
31	Bay City, Mich.	11	4,711	1,449,892	259,792	1,157,547	132,730	666,936
32	Bayonne, N. J.†	7	454	126,737	21,596	64,139	8,307	58,701
33	Beatrice, Nebr	4	432	304,412	51,667	272,071	7,758	127,127
34	Beaver Falls, Pa.	5	840	281,953	75,183	225,576	5,595	112,488
35	Belleville, Ill	7	1,475	293,621	65,843	353,385	11,047	156,217
36	Bethlehem, Pa.	4	1,304	317,314	65,167	241,278	15,483	184,538
37	Beverly, Mass.*	5	938	213,780	36,994	122,618	10,768	108,082
38	Binghamton, N. Y.	14	4,753	1,881,050	252,844	860,272	89,107	660,231
39	Birmingham, Ala.	8	3,663	878,694	127,361	325,874	92,877	714,707
40	Birmingham, Conn.	5	853	379,432	59,354	217,242	23,733	150,106
41	Bloomington, Ill.	11	6,484	1,224,156	225,463	1,159,942	23,822	409,987
42	Boston, Mass	401	155,669	54,193,510	12,853,514	22,946,732	25,159,814	42,908,489
43	Bradford, Pa	6	1,929	662,557	139,717	435,342	34,356	287,167
44	Brattleborough, Vt.	5	2,712	341,537	71,913	288,883	27,750	291,018
45	Bridgeport, Conn.	18	4,703	1,438,771	259,408	873,865	160,323	807,457
46	Bridgeton, N. J	5	958	313,015	55,810	190,116	8,906	160,875
47	Brockton, Mass	9	1,524	669,713	166,189	627,826	39,359	349,591
48	Brooklyn, N. Y.	331	94,814	32,795,608	9,472,600	14,853,600	8,504,935	13,621,678
49	Buffalo, N. Y.	100	82,875	14,832,755	2,977,153	7,588,137	3,165,063	7,725,084
50	Burlington, Iowa	11	4,512	1,061,275	213,207	717,710	68,538	1,069,903
51	Burlington, Vt.	9	4,287	1,116,950	201,365	796,172	101,057	921,536
52	Cairo, Ill.	5	4,094	396,372	87,498	150,702	48,591	885,653
53	Camden, N. J.	21	6,155	1,479,971	424,491	1,088,633	150,099	790,989
54	Canton, Ohio	10	3,715	1,165,010	189,996	925,071	73,568	937,847
55	Carlisle, Pa	4	993	330,787	38,628	291,484	35,471	219,487
56	Carthage, Mo	2	214	80,226	16,264	71,048	5,171	96,229
57	Cedar Rapids, Iowa	9	1,938	586,836	112,637	457,624	12,145	247,798
58	Chambersburgh, Pa.	4	598	208,295	41,280	165,133	6,077	122,684
59	Champaign, Ill.	4	601	306,918	68,998	256,206	3,150	80,630
60	Charleston, S. C.	22	17,043	2,179,166	477,394	697,103	188,300	1,489,907
61	Charleston, W. Va.	3	1,747	196,750	33,199	91,017	10,988	131,951
62	Charlotte, N. C.	4	1,403	297,049	57,548	132,177	3,262	70,414
63	Chattanooga, Tenn.	14	11,506	1,561,281	289,637	969,047	98,495	866,292
64	Chester, Pa	7	1,123	442,685	122,603	247,722	34,627	250,845
65	Cheyenne, Wyo.	3	1,395	210,034	26,404	129,536	5,018	89,199
66	Chicago, Ill.	485	495,693	107,157,263	24,765,986	41,416,284	26,251,630	76,144,341
67	Chillicothe, Ohio	5	606	218,742	46,386	210,637	6,680	84,588
68	Chippewa Falls, Wis.†	4	379	110,195	18,568	107,306	12,940	137,565
69	Cincinnati, Ohio.	151	89,660	15,909,946	3,251,931	6,431,422	3,885,712	9,055,143
70	Cleveland, Ohio	91	81,761	13,741,731	2,893,061	6,642,863	2,333,580	7,301,031
71	Clinton, Iowa	6	1,581	522,544	87,355	398,632	27,449	227,322
72	Cohoes, N. Y.	10	1,605	618,972	76,988	294,532	28,172	289,127
73	Colorado Springs, Colo	4	715	468,537	12,982	256,892	7,046	239,549

*Established November 1, 1888. †Established January 1, 1889.

of mail delivered and collected, the number of pieces handled, the cost of service, and the ing the fiscal year ended June 30, 1889.

Collected.			Pieces handled.		Cost of service.			Postage on local matter.	
Local postal cards.	Mail postal cards.	Newspapers, etc.	Aggregate.	Per carrier.	Aggregate.	Per carrier.	Per piece in mills.		
18, 128	20, 832	12, 379	565, 208	188, 403	$2, 084. 81	$694. 94	3. 6	$828. 88	1
23, 228	116, 002	30, 186	1, 383, 888	230, 648	4, 831. 47	805. 24	3. 4	1, 227. 19	2
46, 132	214, 044	431, 184	4, 229, 237	352, 436	9, 729. 31	810. 78	2. 3	3, 613. 38	3
317, 954	441, 652	275, 883	11, 994, 070	299, 852	36, 611. 61	915. 29	3. 0	16, 253. 31	4
2, 508	74, 382	20, 432	967, 090	241, 772	3, 248. 34	812. 08	3. 3	396. 60	5
214, 497	523, 012	263, 928	10, 272, 496	428, 021	21, 371. 44	890. 48	2. 0	18, 227. 66	6
19, 637	196, 211	59, 004	2, 655, 566	295, 063	7, 283. 64	809. 29	2. 7	2, 016. 98	7
9, 274	16, 962	6, 775	523, 586	104, 717	1, 883. 78	376. 76	3. 6	912. 86	8
17, 406	56, 647	20, 896	2, 090, 013	209, 001	7, 696. 73	769. 67	3. 7	2, 411. 63	9
9, 476	30, 066	18, 177	1, 100, 980	157, 283	5, 053. 88	721. 98	4. 5	1, 560. 76	10
1, 308	19, 139	9, 564	504, 609	168, 203	2, 634. 03	878. 01	5. 2	435. 27	11
10, 885	62, 551	23, 807	1, 798, 409	256, 915	5, 330. 37	761. 48	2. 9	1, 527. 67	12
5, 392	9, 935	7, 304	489, 620	97, 924	4, 228. 62	845. 72	8. 6	703. 48	13
2, 954	19, 558	5, 897	806, 704	161, 341	3, 369. 56	673. 91	4. 1	1, 081. 00	14
2, 066	37, 533	16, 384	793, 346	264, 449	2, 390. 64	796. 88	3. 0	773. 99	15
10, 550	26, 128	8, 583	995, 784	165, 964	4, 428. 37	738. 06	4. 4	1, 254. 51	16
78, 500	181, 503	85, 979	3, 892, 697	376, 966	6, 972. 43	774. 71	2. 0	6, 252. 76	17
328, 423	623, 835	276, 589	10, 699, 966	486, 362	18, 567. 51	843. 98	1. 7	23, 049. 68	18
5, 358	122, 214	11, 234	1, 830, 179	305, 030	5, 266. 35	877. 72	2. 8	1, 350. 62	19
2, 832	16, 779	7, 994	506, 661	101, 332	4, 008. 88	801. 78	7. 9	644. 28	20
36, 709	117, 811	161, 729	3, 567. 527	274, 425	10, 046. 45	772. 80	2. 8	3, 481. 95	21
77, 742	199, 272	60, 740	6, 744, 598	421, 537	18, 026. 68	814. 17	1. 9	4, 192. 07	22
15, 509	107, 644	39, 029	2, 229, 728	371, 621	4, 715. 29	785. 88	2. 1	1, 538. 64	23
29, 410	100, 285	104, 972	2, 638, 582	293, 176	7, 006. 41	778. 49	2. 6	2, 590. 76	24
29, 816	68, 772	44, 681	3, 321, 013	415, 127	7, 234. 46	904. 31	2. 1	2 720. 92	25
3, 695. 943	3, 266, 470	2, 846, 823	61, 164, 998	285, 818	191, 994. 06	897. 17	3. 1	268, 914. 19	26
31, 128	80, 982	54, 911	1, 772, 296	196, 922	6, 618. 68	735. 41	3. 7	2, 441. 33	27
1, 066	5, 507	2, 940	245, 629	49, 106	1, 553. 99	310. 80	6. 3	393. 10	28
.....	19, 682	13, 608	515, 845	128, 961	3, 204. 13	801. 03	6. 2	507. 17	29
7, 771	48, 589	59, 691	1, 770, 970	221, 371	6, 624. 38	828. 05	3. 7	1, 228. 76	30
101, 442	115, 505	372, 954	4, 260, 609	387, 328	8, 744. 70	794. 97	2. 0	4, 132. 50	31
2, 778	8, 298	4, 624	295, 634	42, 233	2, 091. 56	298. 79	7. 0	372. 07	32
4, 940	20, 622	6, 300	795, 329	198, 832	3, 308. 17	827. 04	4. 1	1, 270. 50	33
7, 822	28, 337	6, 265	744, 059	148, 812	3, 362. 33	672. 47	4. 5	1, 304. 67	34
10, 412	33, 333	25, 112	950, 445	135, 778	5, 516. 61	788. 09	5. 8	902. 05	35
4, 990	26, 546	7, 539	814, 159	203, 539	3, 078. 73	769. 67	3. 7	1, 298. 26	36
6, 986	18, 923	37, 706	556, 795	111, 359	2, 129. 71	425. 94	3. 8	577. 93	37
37, 836	115, 560	71, 285	3, 472, 932	276, 638	10, 043. 23	717. 37	2. 8	6, 015. 83	38
34, 732	95, 290	32, 140	2, 305, 338	288, 167	6, 850. 13	856. 27	2. 9	14, 058. 92	39
6, 581	23, 797	16, 768	877, 866	175, 553	4, 317. 46	863. 49	4. 9	1, 382. 68	40
25, 016	107, 124	133, 664	3, 315, 658	301, 423	8, 570. 87	779. 17	2. 5	2, 750. 42	41
10, 266, 758	11, 731, 896	6, 927, 214	187, 143, 596	466, 692	381, 890. 39	952. 34	2. 0	770, 039. 47	42
18, 098	76, 197	44, 586	1, 799, 949	299, 991	4, 892. 56	815. 43	2. 7	1, 683. 98	43
12, 996	66, 012	226, 998	1, 329, 819	265, 964	4, 318. 89	863. 80	3. 2	1, 062. 28	44
68, 288	114, 813	65, 160	3, 792, 788	210, 710	14, 233. 16	790. 73	3. 7	8, 429. 75	45
4, 867	32, 574	10, 606	777, 787	155, 557	3, 247. 02	649. 40	4. 1	822. 45	46
35, 974	67, 153	103, 273	2, 060, 602	228, 956	7, 653. 19	850. 35	3. 7	4, 129. 35	47
5, 144, 118	3, 291, 020	2, 479, 628	90, 258, 001	272, 680	302, 075. 35	912. 61	3. 3	488, 583. 58	48
1, 859, 634	1, 801, 447	1, 017, 469	41, 052, 617	410, 526	91, 604. 98	916. 05	2. 2	128, 532. 74	49
67, 039	236, 969	106, 047	3, 545, 200	322, 291	9, 640. 39	876. 40	2. 7	3, 061. 70	50
39, 663	112, 796	86, 706	3, 380, 534	375, 615	7, 753. 84	861. 54	2. 2	3, 007. 48	51
18, 762	132, 988	25, 034	1, 749, 694	349, 939	3, 921. 57	784. 31	2. 2	1, 488. 72	52
112, 722	233, 829	94, 771	4, 381, 666	208, 651	17, 164. 05	817. 34	3. 9	5, 847. 86	53
68, 048	153, 423	146, 285	3, 662, 953	366, 295	7, 880. 68	788. 07	2. 1	2, 800. 18	54
9, 972	34, 681	49, 447	1, 010, 850	252, 712	3, 178. 35	794. 59	3. 1	2, 026. 87	55
3, 023	21, 750	4, 117	298, 042	149, 021	1, 422. 59	711. 29	4. 7	403. 42	56
6, 049	48, 158	24, 961	1, 498, 146	166, 461	7, 132. 22	792. 47	4. 7	6, 090. 78	57
4, 545	31, 187	21, 584	601, 983	150, 496	3, 014. 18	753. 54	5. 0	872. 53	58
1, 565	16, 325	6, 131	740, 534	185, 131	3, 205. 15	801. 29	4. 3	605. 93	59
227, 276	394, 500	213, 175	5, 882, 864	267, 403	18, 040. 65	820. 03	3. 0	7, 496. 36	60
5, 074	19, 667	5, 503	495, 896	165, 298	2, 437. 19	812. 39	4. 9	1. 066. 95	61
2, 107	15, 891	3, 044	582, 895	145, 724	3, 203. 91	800. 98	5. 4	781. 58	62
74, 724	171, 327	92, 533	4, 134, 842	295, 346	10, 757. 86	768. 42	2. 6	7, 916. 20	63
15, 279	57, 982	13, 893	1, 186, 759	169, 537	5, 405. 25	772. 18	4. 5	2, 705. 74	64
5, 872	10, 723	6, 325	484, 506	161, 502	2, 180. 27	726. 76	4. 5	948. 72	65
8, 241. 454	14, 247, 608	30, 746, 376	329, 466, 635	679, 312	435, 029. 85	896. 96	1. 3	708, 542. 33	66
3, 380	14, 517	7, 944	593, 480	118, 696	3, 264. 57	652. 91	5. 5	1, 160. 21	67
4, 664	13, 467	8, 837	414, 031	103, 508	1, 456. 15	364. 54	3. 5	324. 44	68
3, 092. 850	2, 291, 632	1, 893, 141	44. 901, 437	297, 360	126, 892. 29	840. 35	2. 8	154, 386. 82	69
917, 602	1, 559, 807	906, 563	36, 377, 999	399, 758	81, 362. 29	894. 09	2. 2	76, 289. 34	70
6, 124	37, 433	14, 646	1, 323, 086	220, 514	5, 021. 89	836. 98	3. 8	1, 831. 27	71
12, 272	34, 966	28, 222	1, 384, 856	138, 885	6, 723. 64	672. 36	4. 8	1, 006. 10	72
3, 915	*7, 681*	*4, 896*	*1, 002, 314*	*250, 578*	2, 866. 67	716. 67	2. 8	4, 581. 72	73

‡ Established February 1, 1889.

TABLE A.—*Statement showing the number of carriers in service June 30, 1889, the*

	Post-office and State.	Carriers.	Delivered.				Collected.	
			Registered letters.	Letters.	Postal-cards.	Newspapers.	Local letters.	Mail letters.
74	Columbia, S. C	4	2,636	374,260	64,776	160,669	18,362	277,116
75	Columbus, Ga	6	2,136	340,479	99,295	204,098	26,858	310,489
76	Columbus, Ind.*	3	496	225,517	54,117	116,491	4,569	84,590
77	Columbus, Ohio	36	15,644	5,740,940	854,888	3,061,114	312,080	3,052,869
78	Concord, N. H	9	3,562	937,813	173,734	510,332	61,146	469,030
79	Corning, N. Y	4	49	229,624	38,490	160,724	6,002	85,425
80	Corsicana, Texas*	3	282	66,546	9,079	41,062	1,188	41,512
81	Cortland, N. Y	6	1,977	649,187	193,792	465,784	13,808	287,436
82	Council Bluffs, Iowa	12	4,134	1,422,708	183,905	1,421,568	223,402	1,550,712
83	Covington, Ky	10	3,293	836,845	214,968	480,962	62,627	608,829
84	Crawfordsville, Ind.†	4	669	168,270	40,503	97,699	3,167	66,530
85	Cumberland, Md	4	981	192,338	38,605	152,738	3,258	47,104
86	Dallas, Tex	16	12,504	1,906,336	258,232	772,962	46,502	1,428,076
87	Danbury, Conn	5	923	312,812	55,365	312,629	12,765	122,490
88	Danville, Ill	5	1,681	418,613	100,755	314,702	11,903	187,112
89	Danville, Va	4	918	182,396	35,612	109,344	4,302	155,669
90	Davenport, Iowa	11	5,634	1,709,030	250,883	1,062,928	120,696	991,791
91	Dayton, Ohio	21	12,116	2,936,621	666,790	2,146,265	313,332	1,513,093
92	Decatur, Ill	8	2,508	773,358	165,500	480,568	34,021	422,068
93	Delaware, Ohio	4	563	401,309	65,085	284,075	6,062	145,351
94	Denison, Tex	5	1,170	296,025	55,785	166,723	7,178	113,151
95	Denver, Colo	40	14,327	7,281,405	689,981	4,708,181	1,373,394	6,509,189
96	Des Moines, Iowa	27	13,385	2,929,336	498,603	1,258,363	153,177	1,125,445
97	Detroit, Mich	77	54,837	14,378,140	2,496,636	5,005,879	1,362,898	4,861,089
98	Dover, N. H	6	1,318	369,533	75,910	299,419	8,940	134,957
99	Dubuque, Iowa	13	5,459	1,207,578	240,342	868,596	85,618	951,934
100	Duluth, Minn	15	8,562	2,192,246	308,564	1,249,104	357,938	1,134,988
101	Dunkirk, N. Y	4	1,006	338,158	67,005	237,219	20,693	197,344
102	Easton, Pa	11	3,550	1,083,035	234,692	561,625	78,511	680,805
103	East Orange, N. J	7	1,287	827,559	113,428	318,981	80,235	412,230
104	East Saginaw, Mich	11	5,365	1,260,291	242,907	1,175,954	101,823	867,125
105	Eau Claire, Wis	8	1,936	578,656	98,284	498,533	70,040	621,827
106	Elgin, Ill	8	2,006	654,581	122,539	393,507	53,581	277,004
107	Elizabeth, N. J	14	3,616	1,292,929	274,341	948,798	261,962	644,499
108	Elkhart, Ind	5	833	433,480	80,363	298,625	11,102	168,178
109	Elmira, N. Y	12	9,120	1,670,715	273,122	732,282	56,851	512,639
110	El Paso, Tex	3	1,388	252,125	30,094	148,634	28,462	232,107
111	Elyria, Ohio	4	258	104,516	26,001	91,186	4,625	43,519
112	Emporia, Kans	6	1,623	348,806	70,077	289,903	16,536	145,772
113	Englewood, Ill	11	1,590	1,027,742	191,959	528,979	41,226	278,923
114	Erie, Pa	16	2,989	2,426,450	461,868	2,084,503	224,383	994,941
115	Evanston, Ill	4	700	418,287	68,449	255,528	13,490	86,592
116	Evansville, Ind	18	16,931	1,826,293	710,920	970,529	191,389	1,674,777
117	Fall River, Mass	16	2,747	1,723,661	155,789	1,110,491	134,635	882,339
118	Fargo, N. Dak	4	1,243	259,029	32,566	163,398	28,499	587,309
119	Findlay, Ohio*	6	782	340,554	67,602	176,338	17,924	201,947
120	Fitchburg, Mass	8	2,569	738,373	142,555	522,040	96,313	447,892
121	Flint, Mich	6	2,194	552,261	111,752	354,986	12,082	253,200
122	Fon du Lac, Wis	6	1,544	465,718	89,468	291,513	12,113	193,541
123	Fort Scott, Kans	6	2,982	645,454	74,029	320,583	35,245	420,178
124	Fort Smith, Ark	4	2,649	473,548	48,252	289,868	19,422	252,170
125	Fort Wayne, Ind	16	6,400	2,135,652	482,608	1,318,492	121,079	734,468
126	Fort Worth, Tex	9	5,461	865,310	123,832	425,522	23,573	370,075
127	Frankfort, Ky	4	1,410	283,281	89,511	118,591	22,189	277,082
128	Frederick, Md	3	580	159,428	30,831	67,836	1,543	123,722
129	Freeport, Ill	5	1,465	471,485	93,617	300,120	12,319	208,196
130	Fremont, Nebr.†	3	394	170,995	26,344	131,269	6,336	78,966
131	Fremont, Ohio†	5	275	101,705	26,938	99,964	2,113	34,633
132	Galesburgh, Ill	8	6,999	732,913	106,724	434,446	39,290	494,586
133	Galveston, Tex	12	9,739	2,378,722	216,489	912,037	89,892	2,075,143
134	Glens Falls, N. Y	5	1,002	228,517	38,346	172,976	12,979	226,959
135	Gloucester, Mass	8	938	479,537	88,137	303,582	39,989	217,464
136	Gloversville, N. Y	6	1,488	456,011	95,658	370,059	9,863	137,529
137	Goshen, Ind.§	3	337	145,620	27,907	59,355	3,285	44,039
138	Grand Island, Nebr	4	579	250,806	38,041	164,963	4,508	81,655
139	Grand Rapids, Mich	28	13,712	3,561,270	740,308	1,652,961	433,364	2,672,006
140	Greenville, S. C.†	4	942	103,828	22,692	55,589	1,139	51,694
141	Hagerstown Md	4	877	235,949	53,655	162,779	7,429	129,311
142	Hamilton, O	7	1,721	518,723	102,050	265,280	25,798	297,117
143	Hannibal, Mo	7	1,828	644,142	175,386	656,523	69,325	587,127
144	Harrisburg, Pa	15	4,110	1,094,891	300,526	1,006,560	64,949	554,516
145	Hartford, Conn	28	14,753	2,015,864	404,792	1,214,727	214,906	834,612
146	Hastings, Nebr	4	4	310,107	50,509	196,594	9,948	134,816
147	*Haverhill*, Mass	11	2,112	1,360,169	241,231	785,232	81,869	782,293

* Established October 1, 1888. † Established January 1, 1889.

mount of mail delivered and collected, the number of pieces handled, etc.—Continued.

Collected.			Pieces handled.		Cost of service.			Postage on local matter.	
Local postal cards.	Mail postal cards.	Newspapers, etc.	Aggregate.	Per carrier.	Aggregate.	Per carrier.	Per piece in mills.		
12,943	58,958	17,219	996,038	246,509	3,331.78	832.94	3.3	$1,366.61	74
28,377	85,726	41,057	1,145,514	190,919	5,057.15	842.86	4.4	1,823.70	75
1,730	13,430	41,955	542,895	180,965	1,528.69	509.56	2.8	381.44	76
209,246	639,061	301,881	14,178,663	393,852	27,899.18	774.98	1.9	22,106.21	77
42,730	88,838	49,191	2,337,389	259,710	6,926.20	769.58	2.9	2,032 82	78
1,641	14,144	6,838	542,927	135,732	2,926.33	731.58	5.3	1,202.18	79
249	4,521	941	165,400	55,133	1,565.43	521.81	9.4	301.74	80
10,137	75,541	21,618	1,719,284	286,547	4,568.21	761.37	2.6	1,125.10	81
178,147	296,112	303,783	5,486,471	457,206	9,713.83	809.49	1.7	7,247.59	82
47,704	171,124	116,063	2,542,415	254,241	8,729.49	872.95	3.4	1,759.38	83
1,798	15,529	2,502	396,667	99,167	1,298.90	324.74	3.2	361.53	84
1,485	8,560	3,641	448,720	112,180	3,499.46	874.89	7.7	962.58	85
38,996	218,176	91,341	4,773,145	298,321	13,223.80	826.49	2.7	4,705.00	86
5,627	16,412	15,256	853,779	170,756	4,124.63	824.92	4.8	2,340.66	87
6,288	50,967	25,988	1 117,987	223,597	3,971.96	794.39	3.5	1,495.67	88
5,704	26,486	11,252	531,683	132,921	3,223.31	805.83	6.0	620.77	89
91,550	187,476	875,409	5,295,397	481,400	8,848,98	804.00	1.6	5,299.25	90
238,130	406,112	654,870	8,882,329	422,968	17,831.23	849.11	2.0	13,318.68	91
16,922	108,823	351,864	2,855,652	294,464	6,320.15	790.02	2.6	1,701.19	92
4,735	28,581	8,846	944,637	236,159	2,687.13	671.78	2.8	423.55	93
5,801	14,153	7,133	667,069	133,414	3,253.33	650.67	4.8	657.51	94
1,330,662	1,196,930	806,993	23,910,402	597,860	31,311.45	782.79	1.3	62,541.37	95
68,900	233,784	139,978	6,412,966	230,110	22,435.26	830.94	3.4	7,798.12	96
1,057,171	1,211,801	647,588	31,076,019	403,584	71,408.19	927.38	2.2	73,724.62	97
8,254	23,017	24,461	945,909	157,651	4,537.20	756.20	4.8	930.31	98
54,899	165,375	109,759	3,680,560	283,120	11,047.62	849.82	3.0	3,661.26	99
151,821	234,881	91,137	4,729,241	315,283	11,036.42	735.76	2.3	10,509.73	100
6,234	28,680	47,230	943,569	235,892	3,152.99	788.25	3.3	734.35	101
40,964	176,633	41,487	2,896,302	263,300	8,457.93	768.90	2.9	2,994.49	102
24,612	64,882	131,072	1,974,286	282,041	5,538.41	791.20	2.8	3,419.57	103
45,023	202,203	230,957	4,131,648	375,604	9,093.60	826.69	2.2	3,629.20	104
22,429	80,928	268,616	2,241,249	280,156	6,975.10	871.89	3.1	1,684.30	105
23,456	63,043	23,827	1,613,544	201,693	6,096.61	762.08	3.7	2,782.05	106
143,482	117,718	87,783	3,775,068	269,648	10,955.99	782.57	2.9	6,943.01	107
7,190	37,338	10,316	1,047,425	209,485	4,287.25	857.45	4.0	605.19	108
44,641	84,768	64,768	3,448,906	287,409	9,662.44	805.20	2.8	5,676.86	109
11,598	16,502	24,651	745,561	248,520	2,036.33	678.78	2.7	1,087.33	110
1,810	9,165	11,206	292,386	73,096	1,163.79	290.95	3.9	261.57	111
7,148	25,246	15,850	920,961	153,493	4,849.66	808.28	5.2	1,363.18	112
26,455	53,123	38,138	2,193,135	199,376	8,178.92	743.54	3.7	2,546.70	113
190,089	194,217	117,243	6,696,693	418,543	13,915.62	869.73	2.0	9,103.71	114
7,189	12,138	8,556	870,869	217,717	2,620.35	655.09	3.0	2,068.19	115
289,432	440,938	288,032	6,409,191	356,066	14,140.49	785.58	2.2	9,601.42	116
121,429	194,124	85,674	4,410,889	275,681	12,788.47	799.28	2.9	5,428.41	117
11,814	60,834	148,214	1,292,906	323,226	2,965.35	740.84	2.2	1,102.77	118
8,769	24,148	12,048	850,191	141,698	3,031.65	505.27	3.5	794.37	119
38,103	122,822	79,506	2,191,263	273,908	6,149.19	768.65	2.8	3,539.55	120
8,396	61,117	38,636	1,394,626	232,438	4,391.91	731.98	3.1	1,115.28	121
6,997	31,157	9,734	1,101,785	183,631	4,760.34	793.39	4.3	1,121.00	122
22,504	35,475	14,876	1,571,326	261,888	4,793.32	798.88	3.0	1,741.09	123
16,549	36,458	12,545	1,150,961	287,740	3,119.89	779.97	2.7	1,185.02	124
89,943	176,416	78,681	5,118,839	319,615	12,818.73	801.17	2.5	5,917.75	125
25,381	37,584	30,334	1,887,062	209,674	7,706.61	856.29	4.0	1,769.77	126
11,212	88,961	16,987	909,224	227,306	3,185.34	796.33	3.5	1,170.86	127
384	32,102	6,501	423,017	141,006	2,503.11	834.37	5.9	648.86	128
5,784	64,378	14,631	1,171,995	234,399	4,043.55	808.71	3.4	1,175.94	129
2,955	10,484	3,804	431,547	143,849	2,038.46	679.49	4.7	950.93	130
1,293	7,369	13,127	287,408	57,482	1,346.24	269.25	4.6	145.89	131
22,604	240,630	132,458	2,217,650	277,206	6,124.43	765.55	2.7	1,244.96	132
84,722	399,654	342,413	6,480,811	540,068	10,607.15	883.93	1.6	3,530.63	133
4,618	39,058	37,575	762,030	152,406	3,705.94	741.19	4.8	753.02	134
18,415	45,716	259,800	1,453,578	181,697	6,670.82	833.85	4.5	2,427.31	135
6,835	23,375	12,474	1,118,292	185,549	4,432.99	738.83	3.9	1,549.55	136
1,692	10,030	2,396	294,661	98,220	926.10	308.70	3.1	190.39	137
5,468	18,172	1,127	565,319	141,330	3,248.90	812.22	5.7	1,128.92	138
230,461	514,204	292,310	10,100,628	360,737	22,856.12	816.29	2.2	14,386.68	139
801	9,549	5,110	251,344	62,836	1,421.13	355.28	5.6	265.60	140
3,959	29,542	12,610	636,111	159,028	2,606.99	651.75	4.0	740.20	141
9,516	74,009	77,597	1,371,811	195,973	5,831.12	833.02	4.2	649.24	142
58,280	215,176	211,540	2,614,327	373,475	5,250.77	750.11	2.0	2,268.00	143
41,411	138,504	87,541	3,293,008	219,534	11,912.34	794.16	3.6	10,197.45	144
94,614	135,689	92,513	5,022,472	179,374	22,385,30	799.47	4.4	28,141.31	145
7,679	17,703	5,465	732,725	183,181	3,631.82	842.95	4.5	1,391.89	146
67,075	124,527	73,793	3,474,294	315,845	8,844.19	804.02	2.5	4,330.76	147

† Established July 1, 1888

§ Established February 1, 1889.

TABLE A.—*Statement showing the number of carriers in service June 30, 1889, the*

	Post-office and State.	Carriers.	Delivered.				Collected.	
			Registered letters.	Letters.	Postal-cards.	Newspapers.	Local letters.	Mail letters.
148	Helena, Mont	6	2,224	330,130	25,613	232,797	36,036	215,045
149	Hoboken, N. J	11	5,274	1,127,753	290,534	368,935	185,725	470,034
150	Holyoke, Mass	10	2,613	822,955	136,966	618,753	113,159	463,956
151	Hornellsville, N. Y	6	687	369,251	67,503	273,323	15,046	189,624
152	Hot Springs, Ark	6	1,206	366,214	39,632	193,257	2,523	177,230
153	Houston, Tex	10	8,195	1,188,768	192,874	636,023	72,384	670,522
154	Hudson, N. Y	5	1,262	331,423	66,064	151,498	21,709	206,406
155	Huntingdon, Pa	2	979	221,643	41,835	148,494	16,097	146,033
156	Huron, S. Dak	3	1,786	176,616	23,505	121,055	3,947	112,552
157	Hutchinson, Kans	6	1,331	705,563	83,525	337,371	58,174	481,285
158	Hyde Park, Mass.*	4	.....	187,740	40,349	106,899	3,020	34,174
159	Indianapolis, Ind	46	36,840	7,579,794	1,352,872	3,046,814	545,676	3,489,667
160	Iowa City, Iowa	4	1,056	419,211	90,315	319,016	7,363	129,499
161	Ithaca, N. Y.†	9	1,491	545,384	92,989	431,183	30,680	238,602
162	Jackson, Mich	11	3,813	1,817,435	385,959	1,660,844	171,166	954,964
163	Jackson, Miss	4	2,184	211,670	36,042	170,716	6,069	175,868
164	Jacksonville, Fla	11	7,085	860,044	128,543	270,205	64,532	769,725
165	Jacksonville, Ill	5	1,862	566,655	95,843	499,473	33,095	347,789
166	Jamestown, N. Y	8	1,698	652,538	133,399	496,948	31,165	317,244
167	Janesville, Wis	6	1,217	452,287	83,292	276,381	9,094	163,525
168	Jersey City, N. J	58	12,625	3,848,861	958,104	1,781,625	695,504	2,683,479
169	Johnstown, Pa	9	2,132	495,592	100,961	431,210	45,494	385,390
170	Joliet, Ill	10	2,053	740,737	146,963	507,414	59,041	370,963
171	Kalamazoo, Mich	9	4,777	1,118,683	236,371	525,668	30,794	441,956
172	Kansas City, Kans	11	1,918	1,113,613	250,705	677,438	62,720	1,015,362
173	Kansas City, Mo	67	56,570	16,802,812	3,501,614	6,209,794	2,083,507	14,507,193
174	Keene, N. H	4	598	187,390	40,384	204,898	4,934	99,729
175	Keokuk, Iowa	9	5,513	1,072,148	248,448	580,748	77,961	421,121
176	Knoxville, Tenn	11	13,765	1,029,462	175,137	663,451	49,185	509,510
177	La Crosse, Wis	11	12,240	923,166	177,168	722,728	43,800	543,614
178	La Fayette, Ind	11	3,758	1,239,040	342,014	1,177,458	84,156	658,801
179	Lancaster, Pa	11	3,632	989,287	201,618	602,155	29,945	287,155
180	Lansing, Mich	8	2,036	586,232	129,567	563,798	27,122	379,664
181	Lawrence, Kans	8	4,435	992,878	281,992	719,772	126,205	786,185
182	Lawrence, Mass	18	1,978	1,705,670	227,817	1,334,866	113,126	1,241,010
183	Leadville, Colo	4	420	509,977	31,878	259,698	15,026	180,781
184	Leavenworth, Kans	8	14,105	3,495,830	764,764	2,381,853	360,526	3,546,258
185	Lebanon, Pa	5	865	333,105	78,027	218,839	34,560	206,601
186	Lewiston, Me	8	2,078	524,328	113,196	376,419	10,583	276,320
187	Lexington, Ky	8	3,443	907,438	228,072	533,140	58,469	547,028
188	Lima, Ohio	5	1,044	438,368	103,345	244,400	10,205	143,512
189	Lincoln, Nebr	13	2,926	1,964,604	391,553	1,545,743	242,433	1,567,182
190	Little Falls, N. Y	5	1,335	342,281	69,442	219,133	18,391	163,946
191	Little Rock, Ark	9	7,360	1,177,338	235,734	839,019	141,521	977,874
192	Lockport, N. Y	7	2,860	685,905	137,000	478,809	53,524	610,281
193	Logansport, Ind	7	1,704	467,774	124,858	351,685	18,789	289,172
194	Long Island City, N. Y	12	1,326	472,022	98,271	227,919	21,037	189,022
195	Los Angeles, Cal	34	21,522	3,085,903	324,274	2,141,652	424,495	2,883,072
196	Louisville, Ky	55	59,329	7,432,395	1,780,713	3,058,852	640,560	3,747,652
197	Lowell, Mass	25	4,988	1,901,051	392,759	1,508,861	127,417	1,138,507
198	Lynchburgh, Va	9	3,217	494,267	93,048	248,381	14,839	292,698
199	Lynn, Mass	21	2,742	1,889,401	407,887	1,178,791	127,914	953,132
200	McKeesport, Pa	5	1,838	396,152	59,784	226,251	14,359	141,099
201	Macon, Ga	10	11,634	1,289,246	389,460	537,299	61,870	872,677
202	Madison, Wis	7	3,521	756,059	134,339	536,335	82,750	423,421
203	Malden, Mass	8	1,605	989,213	139,373	534,653	15,497	227,570
204	Manchester, N. H	16	5,116	1,193,794	214,541	820,699	29,408	442,531
205	Manistee, Mich	5	899	301,943	53,724	345,789	9,572	125,173
206	Mankato, Minn	4	597	408,409	94,466	367,474	23,651	156,501
207	Mansfield, Ohio	7	2,526	887,124	228,647	507,047	46,345	753,752
208	Marietta, Ohio	3	502	126,865	25,056	102,758	3,221	78,303
209	Marlborough, Mass	5	767	487,378	100,174	496,857	44,758	303,593
210	Marquette, Mich	4	2,236	404,297	50,648	263,677	24,757	244,693
211	Marshalltown, Iowa	5	1,421	506,792	96,257	327,930	19,252	144,923
212	Massillon, Ohio	4	357	209,578	43,288	228,207	3,445	57,664
213	Meadville, Pa	5	1,056	441,673	88,269	304,774	40,933	296,444
214	Memphis, Tenn	24	45,120	3,163,053	505,697	1,214,208	161,515	1,713,787
215	Meriden, Conn	8	1,528	573,134	87,836	430,116	13,167	104,388
216	Meridian, Miss	4	1,385	159,767	13,025	102,874	3,274	84,352
217	Middletown, Conn	5	724	236,140	41,218	163,958	10,438	112,029
218	Middletown, N. Y	6	1,283	601,177	115,571	510,665	35,956	406,902
219	Middletown, Ohio	2	330	228,105	34,031	80,822	3,493	118,328
220	Milwaukee, Wis	74	49,941	12,222,448	2,305,524	5,304,434	1,497,724	6,849,916
221	*Minneapolis*, Minn	66	24,867	9,959,914	1,361,692	5,161,310	1,650,664	4,802,801

* *Established* October 1, 1888.

† Established September 1, 1888.

Amount of mail delivered and collected, the number of pieces handled, etc.—Continued

Collected.			Pieces handled.		Cost of service.			Postage on local matter.	
Local postal cards.	Mail postal cards.	Newspapers, etc.	Aggregate.	Per carrier.	Aggregate.	Per carrier.	Per piece in mills.		
11,996	14,257	14,268	382,366	147,061	4,256.31	709.38	4.8	$3,895.95	148
125,155	117,953	26,470	2,717,833	247,076	7,868.42	715.31	2.8	6,150.25	149
31,104	60,915	52,786	2,303,207	230,321	7,981.64	798.16	3.4	4,901.98	150
5,011	38,129	22,643	981,417	163,569	4,697.07	782.84	4.7	1,110.61	151
2,730	13,387	9,143	804,941	134,157	4,138.03	689.67	5.1	459.90	152
37,121	245,839	58,687	3,150,403	315,040	8,678.09	867.81	2.7	2,380.23	153
4,934	33,747	9,986	827,029	165,406	3,773.40	754.68	4.5	879.38	154
2,413	25,856	183,066	787,336	393,668	1,502.42	751.21	1.9	471.94	155
1,399	14,183	25,578	480,631	160,207	2,248.04	747.68	4.6	1,125.36	156
28,244	74,352	51,698	1,823,543	306,924	3,980.08	663.35	2.1	2,665.40	157
5,611	7,877	2,388	388,053	97,013	1,764.81	441.20	4.5	*996.18	158
380,221	786,131	284,770	17,502,205	380,496	42,698.51	928.23	2.4	38,187.01	159
2,421	19,542	6,487	994,910	248,727	3,004.60	751.15	3.0	718.64	160
13,342	34,392	77,427	1,465,690	162,854	4,829.60	536.62	3.2	†1,951.49	161
105,561	245,642	170,530	5,515,914	501,447	8,182.12	743.83	1.4	6,148.24	162
6,048	36,984	17,444	663,975	165,744	3,132.52	783.13	4.7	249.70	163
49,197	116,502	68,305	2,334,198	212,200	8,031.07	730.10	3.3	2,712.19	164
25,599	82,043	31,311	1,683,670	336,734	4,060.54	812.11	3.0	1,168.27	165
15,679	66,656	26,232	1,741,559	217,695	5,919.92	739.99	3.3	1,964.56	166
6,396	32,509	16,216	1,040,917	173,486	4,369.96	728.88	4.1	956.50	167
443,380	555,967	1,085,139	12,064,684	208,012	50,814.02	876.10	4.2	23,399.60	168
20,419	58,164	47,997	1,587,359	176,373	7,056.76	784.08	4.4	1,641.24	169
27,618	49,335	66,044	1,970,168	197,017	8,283.49	828.35	4.1	3,012.35	170
20,072	88,849	62,181	2,529,345	281,038	7,448.12	827.57	2.9	2,253.50	171
38,712	218,539	328,792	3,707,739	337,522	7,804.45	709.50	2.1	4,020.88	172
1,146,413	2,104,680	1,783,909	48,196,492	719,351	56,139.48	837.90	1.1	57,731.86	173
4,169	13,752	11,765	567,619	141,905	2,818.32	704.58	4.0	926.76	174
44,867	126,775	37,707	2,615,288	290,588	6,950.46	772.27	2.2	2,956.83	175
18,353	70,878	39,954	2,569,695	233,609	8,670.96	788.27	3.3	3,306.60	176
23,392	126,178	369,620	2,941,906	267,446	9,412.79	855.71	3.1	2,865.14	177
59,812	233,640	186,207	3,964,886	362,262	8,994.93	817.72	2.2	3,032.48	178
26,043	78,940	24,335	2,243,110	203,928	9,269.73	842.70	4.1	2,929.08	179
19,055	89,404	189,844	1,986,727	248,341	6,867.84	858.48	3.4	1,865.78	180
79,792	177,762	42,098	3,202,119	400,265	5,435.40	679.42	1.6	3,378.13	181
96,116	149,609	113,688	4,985,880	276,993	13,590.22	755.01	2.7	5,054.70	182
13,845	16,949	20,119	1,048,702	262,175	3,497.84	874.46	3.3	809.07	183
510,455	779,315	662,817	12,455,953	1,556,994	7,401.53	925.19	0.5	14,232.44	184
10,599	49,786	15,994	948,376	189,675	3,592.15	718.43	3.7	2,549.86	185
11,396	73,836	47,251	1,434,909	179,364	6,281.32	785.04	4.3	1,142.38	186
35,479	133,512	44,603	2,491,184	311,398	6,542.09	817.76	2.6	6,034.90	187
9,876	24,913	7,358	983,021	196,604	4,508.08	901.62	4.5	1,771.60	188
144,225	265,958	115,537	6,240,161	480,012	10,993.17	845.86	1.7	7,685.57	189
8,750	35,461	9,651	868,390	173,678	4,095.45	819.09	4.7	1,537.91	190
102,722	158,201	73,193	3,712,962	412,551	7,868.63	874.29	2.1	5,359.96	191
26,226	103,854	395,755	2,494,214	356,316	5,577.71	796.82	2.2	2,676.28	192
7,489	76,977	24,776	1,363,224	194,746	5,499.75	785.68	4.0	1,155.15	193
13,315	46,645	49,645	1,119,202	93,267	5,703.28	475.27	5.0	786.07	194
229,239	269,125	283,952	9,663,234	254,801	27,121.71	797.70	2.7	21,486.25	195
472,614	892,485	440,511	18,525,111	337,002	52,235.09	931.55	2.8	46,234.01	196
92,681	139,424	90,459	5,306,147	215,846	20,047.96	801.92	3.7	20,996.08	197
9,867	53,580	15,966	1,225,863	136,207	7,232.57	803.62	5.8	2,501.39	198
95,133	180,315	98,303	4,933,618	234,939	17,486.72	832.70	3.5	8,598.91	199
6,330	22,894	7,481	875,688	175,158	3,338.62	667.72	3.8	1,571.60	200
54,889	169,384	54,964	3,441,423	344,142	8,711.12	871.11	2.5	2,778.04	201
26,462	122,894	54,031	2,145,812	306,545	5,843.65	834.81	2.7	2,350.09	202
16,832	52,740	27,186	2,004,669	250,584	6,448.10	806.01	3.2	1,772.28	203
29,566	60,525	35,279	2,831,409	189,463	12,622.05	788.88	4.7	3,704.29	204
4,920	14,413	5,082	861,515	172,303	3,528.19	705.64	4.0	670.88	205
13,178	29,568	5,561	1,099,405	274,851	2,972.61	743.15	2.6	2,104.80	206
30,253	153,974	68,125	2,677,793	382,542	5,805.88	829.41	2.5	1,589.69	207
2,649	19,104	4,322	362,779	120,926	1,999.07	666.36	5.5	513.86	208
34,491	47,426	49,316	1,554,760	310,952	4,087.78	807.56	2.5	1,690.57	219
8,874	25,974	17,193	1,042,349	260,587	2,983.28	745.82	2.8	971.32	210
7,279	27,400	11,900	1,143,154	228,631	4,031.25	806.25	3.5	1,364.79	211
1,927	10,141	5,833	554,840	138,710	2,986.55	746.64	5.3	667.15	212
19,491	80,231	17,823	1,290,694	258,139	4,034.35	806.87	3.1	1,682.33	213
187,201	265,823	129,373	7,385,777	307,741	18,687.33	778.64	2.5	9,905.05	214
8,341	15,594	11,937	1,246,041	155,755	7,147.22	893.40	5.7	4,171.12	215
4,744	7,818	3,948	381,187	95,297	3,394.71	848.68	8.8	860.17	216
6,331	19,812	9,407	600,057	120,011	4,025.91	805.18	6.7	2,316.26	217
22,809	83,395	46,873	1,824,631	304,105	4,511.27	751.88	2.4	1,871.76	218
1,860	23,833	2,301	493,103	246,551	1,748.90	874.45	3.5	435.12	219
1,117,908	1,486,425	579,977	31,414,297	424,517	67,614.37	913.71	2.1	54,036.68	220
972,364	*827,575*	*1,403,860*	*26,175,047*	*396,592*	60,382.49	914.88	2.3	54,943.83	221

TABLE A.—*Statement showing the number of carriers in service June 30, 1889, the*

	Post-office and State.	Carriers.	Delivered.				Collected.	
			Registered letters.	Letters.	Postal cards.	Newspapers.	Local letters.	Mail letters.
222	Mobile, Ala	11	6,635	798,475	135,613	774,630	51,287	553,174
223	Moline, Ill	5	707	275,537	51,135	249,455	13,055	172,066
224	Monmouth, Ill.*	3	193	197,241	40,609	192,134	5,078	64,449
225	Montgomery, Ala	6	808	543,030	128,360	410,330	133,469	1,002,533
226	Montpelier, Vt	3	772	203,602	38,000	118,649	6,074	144,322
227	Morristown, N. J.*	5	681	408,281	56,332	165,127	35,453	131,518
228	Muncie, Ind.†	4	281	118,705	27,941	84,019	3,051	54,776
229	Muscatine, Iowa	4	482	182,609	39,601	215,825	5,432	145,312
230	Muskegon, Mich	8	1,804	565,627	110,831	434,499	41,946	303,662
231	Nashua, N. H	7	1,419	558,068	115,708	390,894	24,329	258,255
232	Nashville, Tenn	25	33,706	3,469,358	675,916	1,687,758	247,161	2,166,425
233	Natchez, Miss	4	1,278	128,345	16,706	73,789	2,638	77,168
234	Nebraska City, Nebr.‡	4	95	110,920	17,682	106,271	5,984	87,636
235	New Albany, Ind	8	1,707	358,521	140,866	270,231	13,428	464,357
236	Newark, N. J	67	29,455	6,304,873	1,833,261	2,577,141	1,026,751	2,937,557
237	Newark, Ohio	6	2,653	533,429	132,792	280,421	11,355	199,476
238	New Bedford, Mass	16	3,128	1,868,733	350,153	1,242,042	118,699	1,209,724
239	New Britain, Conn	6	920	325,294	54,828	319,796	10,771	99,738
240	New Brunswick, N. J	6	1,222	625,213	82,563	232,430	36,648	180,357
241	Newburgh, N. Y	12	2,559	844,234	148,391	606,669	68,252	637,772
242	Newburyport, Mass	6	569	279,222	52,546	217,984	10,681	128,687
243	New Castle, Pa	5	1,474	440,467	103,561	272,857	18,677	153,405
244	New Haven, Conn	38	12,721	3,661,622	760,360	2,848,815	468,862	1,554,677
245	New London, Conn.†	5	333	154,515	17,041	71,371	4,788	55,287
246	New Orleans, La	81	53,063	9,902,541	3,340,276	5,806,120	2,710,553	6,331,717
247	Newport, Ky	7	1,321	473,730	98,648	347,732	47,007	273,593
248	Newport, R. I	12	2,640	2,079,940	308,221	795,555	99,739	474,546
249	Newton, Kans	4	912	422,600	34,599	352,544	13,878	176,451
250	Newton, Mass.†	5	390	268,308	43,862	175,063	27,585	79,400
251	New York, N. Y	1,090	920,203	137,298,058	32,841,732	36,854,629	55,942,313	80,628,556
252	Norfolk, Va	18	8,036	1,422,440	388,450	717,574	171,322	1,138,634
253	Norristown, Pa	6	928	343,941	73,753	280,904	19,436	188,629
254	North Adams, Mass	6	833	325,374	66,783	222,508	13,834	111,968
255	Northampton, Mass	6	331	238,330	39,154	151,540	5,200	95,377
256	Norwalk, Conn.*	3	146	75,297	11,169	44,341	1,840	17,910
257	Norwalk, Ohio	4	682	239,142	57,554	228,416	6,656	95,556
258	Norwich, Conn	9	1,424	638,795	71,986	545,623	62,389	325,212
259	Oakland, Cal	27	5,124	2,446,560	387,786	1,517,025	455,413	1,846,972
260	Ogdensburgh, N. Y	6	2,024	408,883	90,175	366,971	37,013	418,419
261	Olean, N. Y	5	505	175,019	29,423	151,189	3,828	68,703
262	Omaha, Nebr.†	40	18,558	13,234,194	2,506,012	11,970,402	2,639,474	7,592,748
263	Oneida, N. Y.†	4	622	244,284	35,122	120,810	10,260	93,883
264	Oneonta, N. Y	4	806	228,498	40,364	181,664	2,576	53,107
265	Orange, N. J	6	838	597,047	71,101	218,589	37,084	225,345
266	Oshkosh, Wis	9	2,935	891,516	164,351	640,104	20,176	359,493
267	Oskaloosa, Iowa	4	919	287,528	62,944	263,065	12,530	163,003
268	Oswego, N. Y	10	2,706	963,631	189,634	526,082	54,895	430,577
269	Ottawa, Ill	5	1,356	442,593	97,200	345,424	19,151	200,640
270	Ottawa, Kans	4	749	511,835	42,703	394,845	7,346	115,754
271	Ottumwa, Iowa	7	1,853	796,542	216,833	656,225	79,601	581,133
272	Owego, N. Y	4	909	298,377	49,220	161,851	18,913	211,432
273	Paducah, Ky	5	3,466	358,674	73,713	176,084	8,887	236,034
274	Paris, Tex.§	4	388	89,288	11,008	48,378	1,860	49,281
275	Parkersburgh, W. Va.	4	912	211,259	33,856	119,783	8,885	117,444
276	Passaic, N. J.†	4	746	179,554	28,853	61,626	6,521	38,128
277	Paterson, N. J	21	5,032	2,033,456	296,456	1,992,016	199,874	626,285
278	Pawtucket, R. I	8	1,350	1,152,912	247,611	734,404	79,223	359,641
279	Pekin, Ill	3	478	232,723	53,097	133,514	16,547	268,114
280	Pensacola, Fla	5	739	133,827	17,809	85,383	7,571	101,060
281	Peoria, Ill	15	7,785	2,027,939	502,646	1,093,299	290,365	1,464,798
282	Petersburgh, Va	9	6,765	751,003	81,344	567,211	41,269	585,667
283	Philadelphia, Pa	701	229,625	110,389,150	42,106,410	39,728,520	50,360,470	58,425,390
284	Pine Bluff, Ark.†	4	617	105,351	17,652	51,762	2,785	51,310
285	Piqua, Ohio	4	1,006	248,668	39,503	148,818	4,459	96,941
286	Pittsburgh, Pa	94	39,930	12,390,563	2,337,197	4,215,824	2,780,504	5,652,993
287	Pittsfield, Mass	6	1,229	452,472	103,330	275,742	26,444	159,160
288	Pittston, Pa.*	5	640	181683	31,602	136,287	8,091	74,962
289	Plainfield, N. J.*	7	699	547,971	98,984	197,742	41,605	117,106
290	Plattsburgh, N. Y.‡	3	282	49,694	7,080	34,670	3,805	46,333
291	Port Huron, Mich	6	4,378	548,954	200,325	430,183	35,089	476,225
292	Port Jervis, N. Y.*	4	382	116,029	20,192	65,303	4,165	67,589
293	Portland, Me	22	30,580	3,449,849	778,936	1,832,974	102,066	1,767,212
294	Portland, Oregon	16	10,669	1,683,817	131,144	924,346	178,393	1,831,334
295	Portsmouth, N. H	5	749	316,993	46,713	231,628	10,624	202,871

* *Established October 1, 1888.*

† Established January 1, 1889.

amount of mail delivered and collected, the number of pieces handled, etc.—Continued

Collected.			Pieces handled		Cost of service.			Postage on local matter.	
Local postal cards.	Mail postal cards.	Newspapers, etc.	Aggregate.	Per carrier.	Aggregate.	Per carrier.	Per piece in mills.		
39, 651	97, 467	79, 835	2, 536, 767	220, 615	$8, 980.44	$16.40	3.5	$2, 754.62	222
11, 528	15, 971	22, 077	811, 531	162, 306	4, 061.88	812.58	5.0	523.60	223
1, 906	10, 555	3, 397	515, 562	171, 854	1, 497.18	499.06	2.9	390.75	224
123, 470	295, 881	44, 859	2, 682, 740	447, 123	5, 160.93	860.15	1.9	5, 764.59	225
2, 791	18, 202	34, 514	566, 926	188, 975	2, 654.05	884.68	4.6	533.55	226
10, 768	17, 087	8, 324	833, 571	166, 714	2, 363.14	472.63	2.8	2, 668.47	227
1, 662	9, 757	2, 860	302, 572	75, 643	1, 232.64	308.16	4.0	266.14	228
5, 149	36, 777	12, 779	643, 966	160, 991	3, 472.83	868.21	5.3	856.61	229
12, 608	42, 819	17, 901	1, 532, 697	191, 587	6, 614.85	826.86	4.3	2, 636.53	230
15, 950	54, 218	70, 570	1, 489, 420	212, 774	5, 716.64	816.66	3.8	1, 606.38	231
157, 960	358, 014	309, 633	9, 111, 921	364, 477	19, 822.77	792.91	2.1	12, 089.99	232
858	7, 340	4, 373	312, 495	78, 124	2, 764.76	691.19	8.8	275.31	233
2, 473	25, 509	83, 304	439, 874	109, 968	924.07	231.02	2.1	142.92	234
13, 074	115, 295	36, 184	1, 407, 663	175, 958	6, 435.39	804.42	4.5	780.04	235
742, 153	670, 230	444, 382	16, 565, 803	247, 251	56, 528.57	843.71	3.4	71, 267.99	236
7, 811	45, 729	9, 522	1, 223, 188	203, 865	4, 203.66	700.61	3.4	919.90	237
102, 259	131, 765	88, 688	5, 115, 182	319, 699	12, 718.23	794.89	2.4	4, 530.27	238
4, 088	17, 330	6, 340	839, 105	139, 851	5, 315.40	885.90	6.3	2, 502.27	239
16, 746	37, 777	9, 086	1, 222, 042	203, 674	4, 271.46	711.91	3.4	3, 308.47	240
31, 352	92, 363	139, 907	2, 571, 499	214, 292	9, 752.81	812.73	3.7	3, 548.43	241
7, 274	21, 224	13, 897	732, 064	122, 011	4, 913.87	818.98	6.7	1, 715.06	242
9, 987	37, 321	15, 156	1, 052, 905	210, 581	4, 061.96	812.39	3.8	1, 401.46	243
263, 452	275, 346	219, 928	10, 060, 783	264, 757	28, 715.51	755.67	2.8	35, 476.49	244
1, 684	6, 910	2, 448	314, 377	62, 875	1, 576.12	315.22	5.0	1, 425.57	245
1, 993, 148	2, 674, 307	1, 216, 073	33, 427, 800	412, 689	73, 168.31	903.31	2.1	88, 970.20	246
45, 619	63, 017	61, 085	1, 411, 752	201, 679	5, 527.85	789.69	3.9	1, 833.27	247
27, 886	29, 566	42, 343	3, 860, 436	321, 703	10, 871.27	864.27	2.6	5, 663.52	248
10, 323	17, 031	8, 338	1, 033, 676	258, 419	3, 228.63	807.16	3.1	1, 569.70	249
9, 157	14, 442	8, 748	626, 955	125, 391	2, 224.22	444.84	3.5	1, 487.01	250
17, 572, 696	20, 222, 007	17, 522, 048	399, 601, 575	866, 607	920, 160.69	841.10	2.3	2, 272, 583.56	251
109, 186	347, 036	99, 656	4, 397, 334	244, 296	13, 992.61	777.37	3.1	8, 095.39	252
7, 974	40, 594	17, 617	973, 776	162, 296	4, 718.22	786.37	4.8	1, 551.47	253
4, 840	12, 347	10, 167	768, 654	128, 109	4, 357.32	726.22	5.5	1, 796.05	254
3, 743	13, 599	7, 831	555, 205	92, 534	4, 102.82	683.80	7.3	1, 625.20	255
453	2, 169	1, 225	154, 050	51, 350	1, 041.85	347.28	6.7	404.17	256
5, 584	18, 987	23, 104	675, 681	168, 920	2, 584.76	646.19	3.8	442.73	257
17, 795	44, 091	82, 239	1, 789, 554	196, 839	7, 496.24	832.92	4.1	3, 655.81	258
319, 169	293, 830	346, 088	7, 617, 967	282, 147	22, 228.12	823.26	2.9	15, 631.39	259
15, 342	88, 128	96, 883	1, 523, 878	253, 979	4, 866.74	811.12	3.1	1, 067.67	260
4, 153	11, 793	5, 843	450, 455	90, 091	2, 334.89	466.98	5.1	891.17	261
1, 877, 846	2, 288, 767	894, 514	43, 022, 555	1, 075, 564	31, 930.07	798.25	0.7	97, 545.60	262
4, 584	17, 333	10, 936	537, 834	134, 458	1, 952.98	488.24	3.6	365.55	263
1, 203	9, 168	3, 561	620, 947	130, 237	2, 640.35	660.09	5.0	534.83	264
17, 131	30, 196	11, 580	1, 208, 911	201, 485	4, 583.55	763.92	3.7	2, 779.99	265
11, 885	32, 220	33, 705	2, 156, 385	239, 598	7, 365.50	818.39	3.4	2, 199.74	266
12, 528	30, 123	13, 165	845, 805	211, 451	2, 881.75	720.44	3.4	691.27	267
37, 283	89, 189	87, 143	2, 381, 140	238, 114	7, 811.01	781.10	3.2	2, 421.94	268
8, 607	29, 627	22, 905	1, 166, 903	233, 381	4, 056.83	811.37	3.4	1, 385.07	269
6, 167	16, 944	5, 871	1, 102, 214	275, 553	2, 914.18	728.54	2.6	943.14	270
51, 817	168, 364	38, 708	2, 591, 076	370, 154	5, 349.55	764.22	2.0	2, 491.57	271
11, 220	48, 648	24, 678	825, 248	206, 312	3, 086.88	771.72	3.7	771.16	272
7, 915	44, 497	17, 767	927, 037	185, 407	4, 266.22	853.24	4.6	835.60	273
2, 162	5, 783	1, 836	209, 984	52, 496	1, 683.85	420.96	8.0	433.39	274
2, 209	23, 155	5, 650	523, 263	130, 816	3, 196.83	799.21	6.1	1, 631.49	275
2, 923	5, 036	1, 782	325, 169	81, 292	1, 147.28	286.82	3.5	386.53	276
148, 496	133, 517	103, 164	5, 538, 295	263, 728	15, 839.53	754.26	2.8	7, 153.29	277
42, 340	79, 178	36, 401	2, 733, 055	341, 632	6, 437.16	804.64	2.3	3, 813.18	278
9, 790	43, 049	67, 826	815, 138	271, 713	2, 186.00	728.67	2.6	678.08	279
4, 635	9, 472	42, 354	402, 250	80, 450	3, 994.97	798.99	9.4	973.32	280
231, 667	515, 766	361, 789	6, 496, 056	433, 070	12, 472.06	831.47	1.9	9, 279.22	281
41, 917	101, 426	34, 538	2, 211, 140	246, 793	7, 270.26	807.81	3.2	1, 409.04	282
24, 962, 290	21, 709, 500	18, 738, 540	366, 630, 895	523, 011	595, 781.66	849.90	1.3	1, 426, 182.90	283
1, 920	5, 244	2, 382	239, 023	59, 756	1, 419.87	354.97	5.9	317.30	284
3, 133	98, 312	52, 604	693, 444	173, 361	2, 683.48	670.87	3.8	553.75	285
1, 184, 836	1, 663, 830	790, 907	31, 066, 584	330, 708	83, 346.45	886.66	2.6	102, 063.42	286
9, 427	28, 468	15, 681	1, 071, 953	178, 659	5, 044.25	840.71	4.7	3, 000.79	287
1, 663	10, 172	4, 874	449, 474	89, 895	2, 357.04	471.41	5.2	953.75	288
26, 781	17, 360	7, 351	1, 056, 499	150, 928	3, 367.19	481.03	3.1	2, 523.82	289
911	5, 666	3, 105	151, 546	50, 515	893.65	297.88	5.8	338.69	290
10, 011	99, 152	103, 457	1, 907, 774	317, 962	4, 266.15	711.02	2.2	1, 554.26	291
3, 159	11, 294	7, 173	295, 196	73, 799	1, 278.88	318.47	4.3	384.57	292
121, 497	309, 509	218, 042	8, 200, 166	372, 735	16, 572.55	753.30	2.0	11, 046.48	293
89, 168	193, 447	102, 923	5, 145, 241	321, 578	13, 198.64	824.91	2.5	8, 235.82	294
6, 983	22, 874	14, 811	844, 244	168, 849	3, 953.25	790.65	4.6	1, 032.60	295

‡ Established February 1, 1889. § Established November 1, 1889.

TABLE A.—*Statement showing the number of carriers in service June 30, 1889, the*

	Post-office and State.	Carriers.	Delivered.				Collected.	
			Registered letters.	Letters.	Postal cards.	Newspapers.	Local letters.	Mail letters.
296	Portsmouth, Ohio	5	1,110	252,193	49,210	291,075	8,571	184,898
297	Portsmouth, Va	5	1,500	252,080	51,266	135,299	12,798	240,115
298	Pottsville, Pa	8	1,745	581,146	116,985	537,474	27,373	443,598
299	Poughkeepsie, N. Y	10	2,798	927,624	174,125	452,443	62,087	418,236
300	Providence, R. I	47	12,423	5,066,890	996,430	2,909,676	965,722	2,878,472
301	Pueblo, Colo	9	2,401	678,271	85,135	538,716	61,527	554,047
302	Quincy, Ill	15	9,067	1,586,042	459,940	1,156,831	42,008	742,384
303	Racine, Wis	10	3,113	855,819	227,778	562,082	26,472	469,638
304	Raleigh, N. C	5	1,709	213,782	41,708	168,940	6,376	93,561
305	Reading, Pa	21	5,650	2,252,578	581,493	1,091,950	134,925	794,178
306	Red Wing, Minn.*	3	846	110,149	25,396	93,669	1,704	35,628
307	Richmond, Ind	9	4,228	1,178,806	253,256	845,182	56,324	477,963
308	Richmond, Va	34	33,160	3,331,266	820,028	1,653,008	528,133	2,363,244
309	Roanoke, Va.*	4	994	103,230	12,976	39,439	3,617	64,525
310	Rochester, N. Y	64	48,501	8,335,665	2,285,153	5,950,192	1,418,097	4,501,224
311	Rockford, Ill	12	10,577	1,272,832	270,551	1,026,803	27,482	888,708
312	Rock Island, Ill.*	6	1,331	430,083	83,494	337,578	22,176	235,289
313	Rockland, Me	5	109	48,326	5,795	34,219	4,235	57,610
314	Rome, Ga	4	657	258,337	47,796	153,467	34,554	418,196
315	Rome, N. Y	7	1,340	533,081	102,181	319,625	26,288	256,082
316	Rutland, Vt	6	2,633	763,866	97,821	420,604	68,797	695,236
317	Sacramento, Cal	15	1,596	1,326,727	145,046	536,694	43,796	624,560
318	Saginaw, Mich	7	1,469	621,557	119,294	716,097	54,009	367,569
319	St. Albans, Vt.*	4	432	138,434	26,001	77,989	2,865	60,346
320	St. Joseph, Mo	17	10,672	2,726,884	520,361	1,656,165	272,276	1,464,289
321	St. Louis, Mo	214	202,405	52,803,976	15,840,064	19,478,105	15,037,035	26,592,831
322	St. Paul, Minn	70	40,606	14,156,408	3,709,589	7,216,149	2,384,995	7,104,351
323	Salem, Mass	13	1,971	760,438	199,083	569,685	45,637	332,951
324	Salem, Ohio	3	917	221,277	54,892	199,470	7,102	72,285
325	Salem, Oregon	3	1,321	134,108	17,418	106,624	4,497	99,935
326	Salina, Kans	4	5	161,467	30,583	143,939	2,263	44,951
327	Salt Lake City, Utah	8	5,317	1,018,669	120,405	889,437	93,494	615,662
328	San Antonio, Tex	11	6,900	837,351	50,617	591,854	38,922	518,906
329	San Diego, Cal	9	1,573	543,452	47,642	252,578	25,190	376,509
330	Sandusky, Ohio	8	1,226	469,475	122,280	342,909	8,839	216,511
331	San Francisco, Cal	160	126,116	25,795,195	6,721,126	11,083,278	7,416,233	16,238,599
332	San José, Cal	11	2,759	1,019,433	112,586	943,743	56,045	637,237
333	Saratoga Spr'gs, N. Y	7	3,324	1,094,471	134,716	500,430	44,542	750,512
334	Savannah, Ga	17	9,991	2,080,128	453,804	656,282	222,242	1,515,820
335	Schenectady, N. Y	7	1,079	562,999	94,679	500,423	14,176	153,087
336	Scranton, Pa	24	6,691	2,127,085	295,881	1,964,375	226,782	944,186
337	Seattle, Wash	10	10,327	963,503	58,557	576,542	80,807	857,388
338	Sedalia, Mo	9	3,732	1,000,395	243,726	830,152	57,919	586,001
339	Selma, Ala	3	904	187,919	32,928	145,762	3,998	96,917
340	Seneca Falls, N. Y.†	4	204	121,921	19,581	118,229	1,469	24,118
341	Sheboygan, Wis	4	964	250,650	49,633	247,079	4,906	77,360
342	Sherman, Tex	4	1,163	226,396	40,707	126,415	5,566	141,298
343	Shreveport, La	4	4,035	159,947	20,904	83,802	5,027	122,173
344	Sioux City, Iowa	11	2,657	875,192	111,040	633,986	64,644	844,209
345	Sioux Falls, Dak	4	1,436	369,983	74,216	228,334	16,428	180,366
346	South Bend, Ind	10	6,686	1,258,455	159,197	995,389	59,373	1,137,502
347	Spokane Falls, Wash.†	5	1,638	211,061	16,056	119,775	15,046	140,062
348	Springfield, Ill	12	5,101	1,621,005	376,875	1,150,162	155,133	1,139,281
349	Springfield, Mass	21	5,559	2,131,497	418,257	1,127,158	210,862	1,168,336
350	Springfield, Mo	7	1,127	379,357	62,651	249,768	16,389	309,846
351	Springfield, Ohio	16	20,385	1,802,251	373,516	805,026	52,564	699,171
352	Stamford, Conn	5	757	327,306	47,683	184,521	16,168	102,097
353	Staunton, Va	4	1,159	171,828	32,816	110,631	15,209	193,508
354	Sterling, Ill	4	530	317,752	71,744	220,187	9,240	163,660
355	Steubenville, Ohio	7	1,895	439,036	99,999	282,708	18,804	191,212
356	Stillwater, Minn	6	1,556	813,708	206,041	365,207	135,269	473,004
357	Stockton, Cal	7	1,416	358,124	36,715	263,390	24,382	307,915
358	Streator, Ill	6	1,151	401,491	76,138	247,473	15,003	159,862
359	Syracuse, N. Y	40	16,872	5,558,067	1,042,911	2,312,250	509,977	2,286,807
360	Tacoma, Wash	8	4,137	726,139	102,583	624,923	127,467	672,009
361	Taunton, Mass	9	1,461	985,973	163,907	722,901	147,879	565,667
362	Terre Haute, Ind	12	8,803	1,790,830	575,601	1,008,561	127,315	1,474,006
363	Tiffin, Ohio	5	963	296,427	81,432	253,671	8,888	156,751
364	Titusville, Pa	5	815	286,587	53,808	175,828	10,013	122,875
365	Toledo, Ohio	38	18,437	3,964,221	780,976	1,712,538	257,727	1,775,509
366	Topeka, Kans	15	14,274	3,488,070	732,596	1,751,145	405,694	1,546,931
367	Trenton, N. J	20	3,848	1,363,813	287,564	845,324	118,853	716,474
368	Troy, N. Y	36	10,452	3,960,877	944,153	1,583,338	1,219,435	2,626,231
369	*Utica, N. Y*	23	12,844	2,782,952	500,479	1,328,357	268,728	1,436,457

* Established January 1, 1889. † Established October 1, 1889.

Amount of mail delivered and collected, the number of pieces handled, etc.—Continued.

Collected.			Pieces handled.		Cost of service.			Postage on local matter.	
Local postal cards.	Mail postal cards.	Newspapers, etc.	Aggregate.	Per carrier.	Aggregate.	Per carrier.	Per piece in mills.		
6,875	44,490	15,746	854,169	170,834	3,754.31	750.86	4.3	$894.16	296
11,038	45,540	11,517	761,153	152,231	3,692.82	738.56	4.8	570.37	297
16,166	88,557	179,303	1,992,347	249,043	5,694.65	711.83	2.8	1,496.65	298
15,853	70,006	43,619	2,186,791	218,679	7,246.01	724.60	3.3	4,874.22	299
78,712	423,329	277,867	13,907,241	295,899	46,421.56	987.69	3.3	53,161.03	300
863	52,362	54,078	2,069,700	229,967	7,157.39	795.26	3.4	4,153.78	301
489	162,462	52,366	4,263,509	284,238	12,606.62	840.44	2.9	3,558.53	302
18,979	129,271	35,286	2,323,438	232,344	8,378.12	837.81	3.6	2,009.32	303
857	20,353	8,306	559,592	111,918	4,059.36	811.87	7.2	1,286.78	304
830	218,259	99,316	5,284,174	250,675	16,202.05	771.53	3.0	7,931.61	305
923	8,088	1,585	277,488	92,496	992.40	330.80	3.5	182.26	306
4,239	97,991	100,524	3,038,453	337,606	7,978.32	886.48	2.6	2,208.00	307
896	508,173	179,389	9,839,317	289,392	27,376.14	805.18	2.7	15,550.58	308
165	7,185	1,875	236,007	59,002	1,284.15	321.04	5.4	1,028.30	309
468	564,869	710,513	24,003,982	375,062	54,080.93	845.01	2.2	61,772.18	310
838	202,081	471,814	4,186,836	348,903	10,237.90	853.16	2.4	4,349.47	311
842	48,449	27,037	1,194,379	199,063	5,027.55	837.92	4.2	1,501.09	312
096	7,499	3,760	162,648	32,530	1,480.55	296.11	9.1	549.69	313
251	101,673	19,555	1,048,586	262,146	2,957.30	739.32	2.8	2,018.42	314
865	47,892	24,037	1,324,891	189,270	5,436.21	776.60	4.1	1,334.24	315
189	90,219	150,357	2,341,722	390,287	5,121.35	853.56	2.1	1,959.09	316
464	58,604	46,080	2,822,567	188,171	11,776.49	785.10	4.1	3,416.30	317
526	44,181	35,647	1,972,249	281,750	5,449.25	778.46	2.7	1,909.50	318
550	8,261	5,464	320,842	80,210	1,411.79	352.95	4.4	358.61	319
447	455,911	232,100	7,483,505	440,206	14,198.42	835.20	1.8	13,868.65	320
22	7,431,358	11,524,514	156,646,770	731,994	208,178.82	972.80	1.3	609,522.16	321
39	1,515,507	1,163,582	38,464,626	549,495	60,845.46	869.22	1.5	72,490.35	322
50	67,460	36,132	2,049,011	157,616	10,440.82	803.14	5.0	4,663.44	323
36	18,423	5,725	582,827	194,276	1,935.37	645.12	3.3	758.15	324
08	8,823	19,820	395,154	131,718	2,242.68	747.56	5.6	490.73	325
32	7,602	4,142	396,784	99,196	2,728.72	682.18	6.8	898.10	326
54	120,493	81,017	3,003,878	375,485	6,377.68	784.71	2.8	4,491.56	327
46	46,761	43,922	2,167,629	197,057	9,716.97	883.36	4.4	4,085.12	328
1	18,669	37,271	1,312,425	145,825	5,485.93	609.55	4.1	4,435.11	329
7	57,329	16,480	1,243,756	155,469	5,326.42	665.80	4.2	2,212.75	330
5	2,625,113	2,678,600	76,344,255	477,152	140,477.06	877.98	1.8	195,881.61	331
9	60,624	68,185	2,939,741	267,249	9,126.89	829.72	3.1	5,380.71	332
	100,241	60,224	2,728,577	389,797	6,266.43	895.20	2.2	2,200.40	333
	297,523	124,439	5,521,781	324,811	13,689.49	805.26	2.4	8,968.82	334
	23,852	14,607	1,372,324	196,046	5,438.17	776.88	3.9	1,518.76	335
	128,502	83,469	4,961,791	206,741	19,068.47	794.60	3.8	21,398.94	336
	53,181	82,538	2,738,321	273,832	5,488.12	548.81	2.0	5,560.77	337
	156,449	63,104	2,982,058	331,339	7,414.29	823.81	2.4	2,375.62	338
	15,305	4,985	490,292	163,431	2,523.18	841.06	5.1	1,903.58	339
	3,566	2,404	287,450	71,862	2,038.59	509.65	7.0	377.13	340
	12,389	4,750	649,434	162,358	3,194.47	798.62	4.9	652.95	341
	25,381	13,867	584,977	146,244	3,513.89	878.47	6.0	577.05	342
	11,138	6,585	420,088	105,022	3,287.77	821.94	7.8	898.62	343
	129,637	67,718	2,772,397	252,036	8,750.14	795.46	3.1	7,676.41	344
	38,992	12,586	932,926	233,231	3,338.09	834.52	3.5	848.72	345
	112,441	55,536	3,801,187	380,119	7,917.00	791.70	2.0	1,430.26	346
	10,195	9,807	533,656	106,731	1,567.73	313.55	2.9	794.32	347
	224,030	344,144	5,105,137	425,428	9,927.14	827.26	1.9	4,341.91	348
	215,793	147,532	5,499,710	261,891	15,581.75	739.61	2.8	12,300.78	349
	43,628	10,554	1,081,162	154,452	5,192.79	741.83	4.8	1,955.04	350
	187,474	137,641	4,113,107	257,069	12,190.95	761.93	2.9	4,405.36	351
	14,890	7,920	705,329	141,066	3,968.72	793.74	5.6	2,799.86	352
	51,847	21,740	607,467	151,867	3,499.33	874.83	5.7	1,081.89	353
	30,676	12,346	830,067	207,514	3,048.98	762.24	3.6	683.96	354
	52,709	29,688	1,129,867	161,411	5,497.78	785.39	4.8	1,653.25	355
	120,621	170,972	2,370,734	395,122	5,439.79	906.63	2.3	4,745.64	356
	21,888	42,786	1,069,890	152,841	5,316.99	759.57	4.9	1,492.29	357
	26,707	16,987	954,477	159,080	4,824.62	720.77	4.5	1,559.26	358
	449,087	212,673	12,653,297	316,332	28,479.76	711.99	2.2	29,122.56	359
	77,532	79,638	2,485,592	310,699	4,660.23	582.53	1.8	4,748.58	360
	102,821	64,038	2,836,510	315,168	8,036.66	892.96	2.8	7,268.34	361
	588,292	704,358	6,981,785	581,815	10,426.67	868.89	1.5	3,932.42	362
	36,974	11,524	852,466	170,495	3,629.78	725.95	4.2	681.52	363
	21,033	9,045	683,683	136,737	3,323.54	664.73	4.8	1,071.97	363
	420,750	174,768	9,260,484	280,621	27,308.76	827.54	2.9	15,411.24	365
	864,130	130,188	8,713,542	580,903	12,626.18	841.75	1.4	12,131.06	366
	143,504	58,016	3,613,781	180,689	16,153.58	807.68	4.4	15,706.05	367
	687,107	483,404	12,106,819	366,873	29,401.64	816.71	2.4	33,021.92	368
	284,827	175,815	6,877,544	299,024	18,521.81	805.30	2.7	10,344.83	369

TABLE B.—*Statement showing the number of Presidential post-offices in each State and Territory June* 30, 1888, *and June* 30, 1889, *with increase and decrease; also the number of post-offices of each class, together with the number of money-order post-offices and stations and postal-note post-offices June* 30, 1889.

States and Territories.	Presidential post-offices June 30, 1888.	Presidential post-offices June 30, 1889.	Increase.	Decrease.	Post-offices of the first class.	Post-offices of the second class.	Post-offices of the third class.	Post-offices of the fourth class.	Money-order post-offices June 30, 1889.	Money-order post-office stations June 30, 1889.	Postal-note post-offices June 30, 1889.
Alabama	20	26	6	.....	2	4	20	1,692	110	.....	5
Alaska	.....	.....	.....	.....	.....	.....	.....	15	.....	.....	.....
Arizona	4	5	1	.....	.....	.....	5	155	28	.....	.....
Arkansas	20	24	4	.....	.....	4	20	1,369	121	.....	21
California	69	83	14	.....	5	14	64	1,200	231	8	19
Colorado	34	39	5	.....	1	6	32	570	119	.....	13
Connecticut	57	62	5	.....	3	15	44	422	91	.....	.....
Dakota	50	51	1	.....	.....	9	42	1,029	153	.....	5
Delaware	8	8	.....	.....	1	.....	7	141	18	.....	.....
District of Columbia	1	1	.....	.....	1	.....	.....	12	1	10	....
Florida	17	19	2	.....	1	5	13	762	95	.....	9
Georgia	29	32	3	.....	2	6	24	1,713	143	.....	10
Idaho	7	6	.....	1	.....	.....	6	221	32	.....	1
Illinois	187	191	4	.....	4	34	153	2,161	647	9	33
Indiana	92	98	6	.....	3	18	77	1,895	353	.....	19
Indian Territory	.....	1	1	.....	.....	.....	1	244	9	.....	3
Iowa	128	136	8	.....	6	17	113	1,609	579	2	23
Kansas	125	137	12	.....	2	20	115	1,678	508	1	26
Kentucky	41	43	2	.....	1	9	33	1,998	129	.....	11
Louisiana	12	14	2	.....	1	1	12	774	80	.....	3
Maine	40	44	4	.....	3	7	34	1,022	133	.....	2
Maryland	20	22	2	.....	1	4	17	989	69	12	1
Massachusetts	133	142	9	.....	6	33	103	697	210	17	1
Michigan	123	137	14	.....	3	27	107	1,962	401	1	17
Minnesota	55	59	4	.....	3	7	49	1,161	216	7	13
Mississippi	25	27	2	.....	.....	4	23	1,157	120	.....	7
Missouri	79	85	6	.....	3	9	73	2,170	384	7	60
Montana	12	18	6	.....	.....	2	16	285	41	.....	3
Nebraska	79	80	1	.....	2	7	71	990	263	.....	15
Nevada	7	8	1	.....	.....	1	7	130	23	.....	1
New Hampshire	35	36	1	.....	.....	6	30	490	93	.....	1
New Jersey	66	74	8	.....	4	17	53	783	104	8	.....
New Mexico	9	9	.....	.....	.....	2	7	219	36	.....	5
New York	224	236	12	.....	11	58	167	3,081	549	34	11
North Carolina	25	28	3	.....	.....	7	21	2,324	138	.....	14
Ohio	138	154	16	.....	7	43	104	2,802	531	8	25
Oregon	16	15	.....	1	1	1	13	578	80	.....	8
Pennsylvania	183	192	9	.....	7	40	145	4,148	465	13	17
Rhode Island	11	12	1	.....	1	4	7	117	23	.....	.....
South Carolina	20	21	1	.....	1	2	18	1,016	75	.....	2
Tennessee	28	32	4	.....	4	1	27	2,086	132	.....	13
Texas	78	78	.....	.....	2	12	64	2,028	331	.....	47
Utah	5	5	.....	.....	1	1	3	239	34	.....	7
Vermont	26	28	2	.....	.....	8	20	495	106	.....	.....
Virginia	35	42	7	.....	2	7	33	2,501	135	1	4
Washington	14	13	.....	1	.....	4	9	463	51	.....	14
West Virginia	15	17	2	.....	1	2	14	1,433	73	.....	5
Wisconsin	81	87	6	.....	1	17	69	1,470	303	6	17
Wyoming	5	7	2	.....	.....	2	5	178	17	.....	.....
Total	2,488	2,684	199	3	97	497	2,090	56,315	8,583	144	557

amount of mail delivered and collected, the number of pieces handled, etc.—Continued.

Collected.			Pieces handled.		Cost of service.			Postage on local matter.	
Local postal cards.	Mail postal cards.	Newspapers, etc.	Aggregate.	Per carrier.	Aggregate.	Per carrier.	Per piece in mills.		
5,926	23,483	— 22,843	673,653	112,275	4,329.61	721.60	6.4	$806.26	370
24,545	162,641	59,114	2,082,052	416,606	3,775.18	755.04	1.8	1,096.39	371
2,980	15,526	4,738	564,390	94,065	2,026.91	504.48	5.3	1,798.86	372
597	1,707	1,318	141,707	47,236	1,040.83	346.94	7.3	265.86	373
31,654	67,423	34,119	1,999,916	285,574	5,510.05	787.15	2.7	3,079.16	374
3,128	14,630	7,800	293,435	99,478	930.64	310.21	3.1	197.39	375
3,559	16,502	22,055	657,178	219,059	2,433.13	812.71	3.7	1,036.57	376
1,033,315	1,136,577	1,223,303	34,501,843	305,326	101,794.19	900.83	2.9	71,206.52	377
13,141	26,912	12,874	1,464,221	183,028	6,727.55	840.94	4.6	5,484.77	378
8,666	42,638	20,677	876,472	219,118	3,227.98	806.99	3.6	835.58	379
25,287	85,129	100,411	2,115,274	264,422	6,168.08	771.01	2.9	2,208.12	380
9,453	37,555	6,582	670,264	223,421	2,582.61	860.87	3.8	460.96	381
6,915	34,350	14,290	610,518	203,506	2,592.69	866.56	4.2	1,191.10	382
2,980	7,435	8,683	386,139	77,230	4,035.81	807.16	10.4	802.51	381
1,848	10,054	22,470	387,118	96,779	1,995.69	498.92	5.1	189.83	383
64,213	240,600	178,321	4,340,635	289,376	11,673.89	778.25	2.6	4,441.16	384
25,292	103,161	59,994	2,899,772	207,128	11,809.21	843.51	4.0	8,664.44	385
112,592	214,636	116,465	5,615,179	334,345	12,270.76	818.05	2.4	13,359.92	386
29,185	125,867	65,564	3,065,789	255,482	8,684.81	723.90	2.8	4,407.67	387
83,543	167,522	51,369	4,650,541	244,765	15,660.75	824.25	3.3	8,484.04	388
20,676	115,184	12,448	2,339,279	389,880	5,425.71	904.28	2.3	2,697.91	389
13,771	90,821	14,184	1,144,346	228,869	4,056.07	811.21	3.5	859.85	390
8,855	36,370	33,402	1,378,810	172,351	6,597.58	824.70	4.8	2,178.23	392
5,504	10,358	4,674	353,583	70,717	2,281.29	456.26	6.4	394.18	393
7,960	22,455	10,893	929,914	132,845	5,858.49	836.91	6.3	1,672.09	394
10,703	44,184	40,482	1,023,770	255,942	3,045.85	761.46	2.9	672.95	395
116,035	193,606	86,032	6,337,932	228,442	21,333.25	808.64	3.4	13,984.00	396
2,416	15,571	8,903	518,944	129,736	3,104.68	776.17	5.9	1,005.83	397
99,493	169,143	74,885	3,361,344	305,577	9,110.65	828.24	2.7	9,429.87	398
9,682	51,376	25,449	1,476,894	184,549	5,458.73	682.34	3.7	2,029.84	399
23,984	74,383	31,367	2,142,700	238,078	7,477.52	830.84	3.4	3,017.02	400
28,736	176,794	44,971	2,850,550	285,055	7,945.34	794.53	2.4	2,398.39	401
116,678,102	143,598,930	127,611,509	3,065,805,540	373,720	6,930,547.06	889.35	2.2	9,536,921.82	
					27,394.82				
					6,957,941.90				

TABLE D.—*Statement showing the number of appointments made upon resignations, commissions expired, removals, deaths, etc., at Presidential post-offices, during the fiscal year ended June 30, 1889.*

States and Territories.	Resignations.	Commissions expired.	Removals.	Deaths.	Offices becoming Presidential.	Total.
Alabama	2	3	1	2	8	16
Alaska						
Arizona		1			1	2
Arkansas	2	2	1	2	8	15
California	12	3	3		15	33
Colorado	4	4	1		5	14
Connecticut	3	5	5		6	19
Dakota	4	4			7	15
Delaware		1				1
District of Columbia						
Florida	3		3	1	2	9
Georgia	2	4	1		2	9
Idaho	3		2			5
Illinois	18	10	18	9	8	63
Indiana	10	3	12		7	37
Indian Territory						
Iowa	23	9	7	3	13	55
Kansas	15	4	3	2	16	40
Kentucky	4	1	2		2	9
Louisiana		1	1		2	4
Maine	1	2	3		6	12
Maryland		4	1	2	4	11
Massachusetts	5	16	5	3	17	46
Michigan	4	3	9	3	19	38
Minnesota	1	3	1	1	6	12
Mississippi		3	2	1	3	9
Missouri	9	1	6	2	6	24
Montana	5		1		9	15
Nebraska	13	2	1		3	19
Nevada					1	1
New Hampshire		1		1	3	5
New Jersey	2	3	9		15	29
New Mexico						
New York	16	27	14	4	22	83
North Carolina	2	3	6	1	5	17
Ohio	8	15	3		23	49
Oregon	1	1	2			4
Pennsylvania	8	21	13	2	20	63
Rhode Island		1		1	1	3
South Carolina					1	1
Tennessee	4	1	2		6	13
Texas	7	6	2	2	6	23
Utah	2					2
Vermont	1				1	2
Virginia		7	5		9	21
Washington	2	1	4			7
West Virginia	1	1	2		2	6
Wisconsin	1	7	3	1	9	21
Wyoming		1			2	3
Total	198	199	153	43	301	895

REPORT

OF THE

SECOND ASSISTANT POSTMASTER-GENERAL

FOR

1889.

REPORT

OF THE

SECOND ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, November 14, 1889.

SIR: I have the honor to submit the following report of the business of the office of Second Assistant Postmaster-General for the year ended June 30, 1889.

The annual rate of expenditure for inland mail transportation on June 30, 1889, was:

For 15,077 star routes, aggregating 233,331.81 miles in length	$5,228,387.07½
For 6,344 mail messenger routes, aggregating 5,023.27 miles in length	949,188.85
For 128 steam-boat routes, aggregating 10,597.87 miles in length	446,032.48
For 2,113 railroad routes, aggregating 150,381.53 miles in length	19,441,095.78
For 156 railway post-office car routes, aggregating 26,659.85 miles in length	2,198,517.55
For 5,448 railway post-office clerks	5,268,600.00
For mail equipments	196,630.83$\frac{3}{4}$
For necessary and special facilities on trunk lines	295,655.38
Total	34,024,107.94$\frac{7}{4}$

Comparison with the report for June 30, 1888, shows:

For the star service, an increase of 931 routes, an increase of 7,724.28 miles in length of routes, and an increase of $269,195.07 in annual rate of expenditure. The number of miles traveled per annum was 89,777,600.70, at a cost of 5.82 cents per mile; the average number of trips per week was 3.69; an increase of 6,093,601.71 in the number of miles traveled per annum, a decrease of 0.10 cent in the rate of cost per mile, and an increase of 0.13 in the average number of trips per week.

In the regulation wagon service (included in the star service) there were 30 routes, aggregating 400.70 miles in length; the annual rate of expenditure was $403,729.74; the number of miles traveled per annum, 1,516,344.65; the rate of cost per mile, 26.62 cents; the average number of trips per week, 36.38; an increase of 3.23 miles in length of routes, a decrease of $1,067 in the annual rate of expenditure; an increase of 2,208.36 in the number of miles traveled per annum; a decrease of 0.11 cent in the rate of cost per mile, and a decrease of 0.24 in the average number of trips per week.

For the mail-messenger service, an increase of 438 routes, an increase of 378.22 miles in the length of routes, and an increase of $65,470.18 in the annual rate of expenditure.

The number of miles traveled per annum was 10,781,753.91, at a cost of 8.80 cents per mile; the average number of trips per week was 20.63; an increase of 186,398.69 in the number miles traveled per annum; an increase of 0.46 cent in the rate of cost per mile, and a decrease of 1.30 in the average number of trips per week.

In the special office service there were 1,999 routes, aggregating 16,824.66 miles in length, a decrease of 696 in the number of routes, and a decrease of 2,127.90 miles in the length of routes.

The number of miles traveled per annum (estimated on a basis of 1.70 average trips per week) was 2,979,766.36, a decrease (from the estimate for 1888) of 1,290,115.88 in the number of miles traveled per annum.

For the steam-boat service, an increase of one route, a decrease of 460.62 miles in length of routes, and an increase of $7,090.21 in the annual rate of expenditure.

The number of miles traveled per annum was 3,170,274.26, at a cost of 14.06 cents per mile; the average number of trips per week was 2.87; a decrease of 45,761.72 in the number of miles traveled per annum, an increase of 0.42 cent in the rate of cost per mile, and an increase of 0.08 in the average number of trips per week.

For the railroad service, an increase of 118 routes, an increase of 6,668.21 miles in the length of routes, an increase of $1,912,495.98 in the annual rate of expenditure for transportation.

The number of miles traveled per annum was 204,192,489.08, at a cost of 9.52 cents per mile for transportation; the average number of trips per week was 13.05; an increase of 18,706,705.75 in the number of miles traveled per annum, an increase of 0.07 cent in the rate of cost per mile for transportation, and an increase of 0.64 in the average number of trips per week.

For the railway post-office car service, an increase of 24 routes, an increase of 2,866.76 miles in length of routes, and an increase of $202,158.20 in the annual rate of expenditure.

For the railroad service (including the railway post-office car service) the annual rate of expenditure was $21,639,613.33; the rate of cost per mile traveled was 10.59 cents; an increase of $2,114,654.18 in the annual rate of expenditure, and an increase of 0.07 cent in the rate of cost per mile.

For railway post-office clerks, an increase of 354 in the number of clerks and an increase of $184,083 in the annual rate of expenditure.

For mail equipments, a decrease of $72,899.90$\frac{5}{16}$ in the annual rate of expenditure.

For necessary and special facilities on trunk lines, a decrease of $332.15 in the annual rate of expenditure.

The sums actually disbursed appear in the Auditor's report.

The number of contracts drawn in duplicate during the year was 6,693, an increase of 2,239 over the number for the preceding year.

RECAPITULATION.

Summary of all classes of mail service in operation June 30, 1889: Number of routes, 25,661; length of routes, 416,159.14 miles; annual rate of expenditure, $34,024,107.94$\frac{7}{16}$; number of miles traveled per annum, 310,901,884.31; rate of cost per mile traveled, 10.94 cents; rate of cost per mile of length, $81.75; average number of trips per week, 7.18; an increase of 792, or 3.18 per cent., in the number of routes; an increase of 12,182.19 miles, or 3.01 per cent., in the length of routes; an increase

of $2,567,260.58$\frac{1}{8}$, or 8.16 per cent., in the annual rate of expenditure; an increase of 23,650,828.55 miles, or 8.23 per cent., in the number of miles traveled per annum; a decrease of 0.01 cent or 0.09 per cent., in the rate of cost per mile traveled; an increase of 3.89, or 4.99 per cent., in the rate of cost per mile of length, and an increase of 0.35, or 5.12 per cent., in the average number of trips per week.

TABLE I.—*Comparison of star and steam-boat service.*

Comparison of the star and steam-boat service for the year ended June 30, 1889, with the annual average of said service for the nine years next preceding, develops the following results:

	Star service.			Steam-boat service.		
	Miles traveled per annum.	Annual rate of expenditure.	Cost per mile.	Miles traveled per annum.	Annual rate of expenditure.	Cost per mile.
Average for years 1880 to 1888, inclusive	*Miles.* 80,651,695.25	*Dollars.* 5,602,759.16	*Cents.* 6.95	*Miles.* 3,847,583.36	*Dollars.* 588,905.94	*Cents.* 15.30
For year ended June 30, 1889	89,777,600.70	5,228,387.07$\frac{1}{4}$	5.82	3,170,274.26	446,032.48	14.06
Increase (per cent.)	11.31					
Decrease (per cent.)		6.79	16.25	17.60	24.26	8.10

TABLE II.—*Statement showing the percentage of increase or decrease in the estimate of cost of inland mail service for each year from* 1881 *to* 1891, *inclusive, as compared with the amount appropriated for said service for the year next preceding in each case.*

Year.	Appropriation.	Estimate.		Percentage of increase or decrease.	
	Amount.	Year.	Amount.	Increase.	Decrease.
1880	$20,845,000.00	1881	$24,125,000.00	$15.73	
1881	23,326,600.00	1882	25,715,032.00	10.24	
1882	24,376,032.00	1883	25,738,000.00	5.59	
1883	26,067,000.00	1884	25,494,120.00		$2.20
1884	24,387,120.00	1885	27,441,505.60	12.52	
1885	26,401,000.00	1886	30,294,269.50	14.74	
1886	28,510,000.00	1887	30,363,735.64	6.50	
1887	30,100,432.00	1888	30,137,750.15	.12	
1888	30,137,750.15	1889	31,816,682.74	5.58	
1889	31,653,777.74	1890	34,878,942.02	10.18	
1890	34,612,213.28	1891	38,584,413.90$\frac{1}{2}$	11.47	

STAR SERVICE.

The annual rate of expenditure for this class of service on June 30, 1889, was $5,228,387.07$\frac{1}{4}$; the number of routes was 15,077, the aggregate length of routes 233,331.81 miles, and the annual travel 89,777,600.70 miles.

The rate of cost per mile traveled was 5.82 cents.

The average number of trips per week was 3.69.

The appropriation for the last fiscal year was $5,400,000.

The sum expended was $5,177,195.43, leaving an unexpended balance of $222,804.57.

The annual rate of expenditure on July 1, 1889, under contracts made during the last fiscal year for the performance of star service from July 1, 1889, to June 30, 1893, in the first contract section, embracing the

States of Maine, New Hampshire, Vermont, Massachusetts Island, Connecticut, New York, New Jersey, Pennsylvania, D Maryland, Virginia, and West Virginia, was $1,373,259.06½, a from the annual rate of expenditure for service in the same S June 30, 1889, of $15,166.04½, representing a saving of $60,6 the ensuing contract term of four years from July 1, 1889.

The total number of star routes in operation on July 1, 1 15,936, an increase of 859 over the number in operation on 1889.

The total annual rate of expenditure for star service was:

July 1, 1889	$5,3
August 31, 1889	5,3
September 30, 1889	5,3

The appropriation for the current fiscal year is $5,650,000; estimated as necessary for the current fiscal year is $5,450,000

The amount estimated as necessary for the fiscal year end 30, 1891, is $5,902,216.55½; being $252,216.55½, or 4.46 per ce than the appropriation for the current fiscal year.

There is, in the whole system of advertising and awarding ice, room for decided improvement. The subject is too large a sided to be discussed generally in a report of this character, a therefore confine myself at this time to a few general recomme hoping at an early date to be able to place in your hands a re in detail.

Under the present system competition for postal service ha very close. Bids in large numbers on every route named in t tisement issued each year by the Department are submitted t sional bidders—so called to distinguish them from the local who bid for but do not carry the mails, and who expect their subletting, at rates yet lower, to others who not infrequently unsuccessful local bidders for the same routes.

Under such competition awards are frequently made at rat as to prevent subletting at a profit, and the bidder then will to assume service, trusting in an adjustment with the Audito Post-Office Department to diminish or in some way to compr financial loss, and thereby measurably avoid the penalties p by the law governing such matters. Since the beginning of th contract term in the eastern section, July 1, 1889, such bidd failed in unprecedented numbers, and the seriousness of this m mands prompt and effectual measures.

While this competition among professional bidders has s to the Government exceedingly cheap rates, it can not truthful to have tended to the improvement of the service. Contra have made low bids, frequently without personal examinatio cient knowledge of the locality and character of the service, a service to subcontractors, who should live, according to the re upon or contiguous to the route. The latter class undertake t at ruinous rates and with inefficient equipment, and the re many cases, correspondingly poor service. This leads freq persistent efforts by the subcontractors to better their conditi plication for increase in frequency of trips, for extension or route, or for change of schedule, which is proposed almost sole benefit and relief of the contractor or subcontractor, and not i terest of the people to be served.

A large proportion of the fines and deductions imposed, base upon the regulations governing the star route service, is met

efforts and urgent appeals for remission, sympathy with the subcontractor furnishing the only basis for the claim in many cases. The hardship of their service is, of course, known to the postmasters at the terminal points, and many instances have come to the knowledge of this office where delinquencies were not reported by postmasters in registers of arrivals and departures because of their perhaps not unnatural desire to add no more to the already heavy burden of the subcontractors.

I respectfully recommend the appointment of a commission, whose duty it shall be to present to you, after a thorough and careful consideration of the whole matter, recommendations for such revision and changes in existing regulations as may be deemed practicable, and also to furnish such other information as will be of service to you in recommending to Congress such additional legislation as may tend to make the carrying of mails under the star route system equitable alike to the Government and the contractor, and relieve it, as far as possible, from the evils and inequalities with which it is burdened.

I also respectfully recommend the repeal of that part of section 3953 of the Revised Statutes requiring certain bids to be accompanied by a certified check or draft.

The repeal of this enactment was recommended by Second Assistant Postmaster-General Elmer in his annual report for 1881, and the recommendation was reviewed and renewed in his annual reports for 1882 and 1883.

Second Assistant Postmaster-General Lyman subsequently made similar recommendations in connection with his proposed bill to regulate the letting of mail contracts.

In addition to the reasons given by Second Assistant Postmaster-General Elmer for the repeal of the enactment in question, it may be stated that the filing of such checks in the Department for the long time necessary, say from November or December until after the 1st of July of the following year, over six months, not only involves hardship and more or less pecuniary loss to the bidders depositing such checks, but burdens the Department with responsibility and extra work, for which there is believed to be no corresponding benefit.

The records of this Department show that no considerable number of such checks has ever been forfeited to the Government. To obtain possession of such a check, after it has been filed, it would only be necessary for the contractor to assume service at the beginning of the contract term, which service could be thrown down directly after receiving from the Department the check, to which he became entitled immediately upon such beginning of service, and its continuance during the briefest period.

The proposals and contracts, if properly framed and executed and carefully revised at the Department, should afford ample protection to the Government. There can be no doubt that many poor men who would otherwise gladly bid for this service are debarred from bidding by reason of their inability to deposit such check, nor is it less doubtful that the requirement of such a deposit tends to further increase the extent of professional bidding to the exclusion of local bidders.

REGULATION WAGON SERVICE.

This service is performed in cities in wagons of uniform character, prescribed by the Deparment. It is included in the estimate for star service, and is paid *for out of the appropriation* for that service.

The following statement shows in what cities regulation wag ice was in operation on June 30, 1889, with the annual rate of ture in each city:

Annual rate of expenditure for the regulation wagon, mail-messenger, mail-s transfer service in operation June 30, 1889.

Name of city.	Amount.	Name of city.	
Baltimore, Md	$8,875.20	New Orleans, La	
Boston, Mass	34,960.00	New York, N. Y	
Brooklyn, N. Y	16,800.00	Omaha, Nebr	
Buffalo, N. Y	4,900.00	Philadelphia, Pa	
Burlington, Iowa	1,298.00	Pittsburgh, Pa	
Charleston, S. C	2,400.00	Providence, R. I	
Chattanooga, Tenn	1,393.00	Richmond, Va	
Chicago, Ill	34,000.00	St. Louis, Mo	
Cincinnati, Ohio	14,749.00	St. Paul, Minn	
Cleveland, Ohio	5,290.00	San Francisco, Cal	
Detroit, Mich	5,380.00	Savannah, Ga	
Kansas City, Mo	4,985.00	Toledo, Ohio	
Knoxville, Tenn	800.00	Washington, D. C	
Louisville, Ky	5,793.00	Wilmington, N. C	
Memphis, Tenn	3,700.00		
Nashville, Tenn	2,675.00	Total	

In addition to the above, regulation-wagon service was esta from July 1, 1889, in the cities of Macon, Ga.; Jacksonvill Columbus, Ohio; Milwaukee, Wis.; Minneapolis, Minn., and Atla

The annual rate of expenditure for regulation-wagon service 1, 1889, was $451,048.14, an increase of $47,318.40 over the annu of expenditure on June 30, 1889.

This "regulation-wagon" service, which exists in some of the cities, has been brought to a high degree of efficiency, and at th ent time is believed to be generally satisfactory I doubt the v however, of the tendency to increase this service by extending i smaller cities of the country, believing that mail-messenger se covered wagons can be performed much more cheaply and q effectively.

The burden upon the contractor of providing the regulation is very considerable, and the obligation to assume all increase ice during the contract term of four years leads, as a measure protection, to bids that usually represent the maximum value service to be rendered.

STEAM-BOAT SERVICE.

The annual rate of expenditure for this class of service o 30, 1889, was $446,032.48.

The number of routes was 128; the aggregate length of 10,597.87 miles; and the annual travel, 3,170,274.26 miles.

The rate of cost per mile traveled was 14.06 cents.

The average number of trips per week was 2.87.

The appropriation for the last fiscal year was $450,000; the a pended was $427,886.98; leaving an unexpended balance of $22,

The annual rate of expenditure on July 1, 1889, under contract during the fiscal year for the performance of steam-boat servic July 1, 1889, to June 30, 1893, in the first contract section was 580.95; an increase over the annual rate of expenditure for ser the same States on June 30, 1889, of $12,778.72.

The total number of steam-boat routes in operation on July 1, 1889, was 128.

The total annual rate of expenditure for steam-boat service was:

July 1, 1889	$457,870.11
August 31, 1889	461,168.73
September 30, 1889	461,168.73

The appropriation for the current fiscal year is $450,000.

The sum estimated as necessary for the current fiscal year is $470,000.

The amount estimated as necessary for the fiscal year ending June 30, 1891, is $525,000, being $75,000, or 16.66 per cent., more than the appropriation for the current year.

While new and increased steam-boat service has become necessary during the past fiscal year in certain sections of the country where transportation is, by reason of the topography, limited to water ways, the general tendency is towards a decrease of such service, it having been found that the rapidly increasing railroad facilities, combined with star route service, furnishes a much cheaper and infinitely more satisfactory service. A very urgent appeal for improved mail facilities in Alaska, all of which must be by steam-boat, and most of which will be expensive, has led to an increase in the estimates for this service that would not otherwise have been necessary.

MAIL-MESSENGER SERVICE.

The annual rate of expenditure for this class of service on June 30, 1889, was $949,188.85; the number of routes was 6,344; the aggregate length of routes, 5,023.27 miles; the annual travel, 10,781,753.91 miles; the rate of cost per mile traveled, 8.80 cents, and the average number of trips per week, 20.63.

The appropriation for the last fiscal year was $950,000; the sum expended was $926,747.09; leaving a balance unexpended of $23,252.91.

The number of routes in operation on June 30, 1889, was 6,344; July 1, 1889, 6,325; a decrease of 19.

The annual rate of expenditure was:

July 1, 1889	$942,677.50
August 31, 1889	944,954.36
September 30, 1889	952,763.64

The appropriation for the current fiscal year is $1,000,000.

The sum estimated as necessary for the current fiscal year is $1,000,000.

The amount estimated as necessary for the fiscal year ending June 30, 1891, is $1,100,000, being $100,000, or 10 per cent., more than the appropriation for the current year.

As a rule, a remarkable degree of efficiency obtains in this service. One reason for this is the fact that the control over it is absolute, and that there is no contract term. The service may be terminated either by action of the Government or by the messenger, for reasons sufficient to either. If the messenger fails to give satisfaction to the postmaster or the public, he is removed and the service at once re advertised.

The regulations governing the service are few, and much is left to the discretion of this office. We are thus able to secure carriers who will render prompt and efficient service. With a view to improving the character of the service, recent changes have been made in the instructions to postmasters when advertisements are issued. These instructions as changed, require the postmaster to make a specific report as to the character and responsibility of each bidder, and also which, if any, were honorably discharged soldiers, giving the regiment in which each

served. It not infrequently happens that two or more parties make exactly the same bid, and the service has heretofore been awarded, in such cases, by lot. It is believed that this is an instance in which, as prescribed by the statute, other things being equal, the soldier shall have the preference.

In order that this report may be secured in every instance, a blank form has been prepared for the use of the postmasters, which is sent out with each advertisement. In the large cities, not having regulation wagon service, it has been found that the ordinary mail-messenger service does not give sufficient protection to the mail. In some cases, therefore, the messenger has been required to furnish covered wagons, protected in front, sides, and rear end by wire screens, to be covered by curtains when necessary. This kind of wagon gives ample security to the mail, and full protection from injury thereto, in inclement weather. It is believed that, in a majority of instances, such wagon is equal, if not superior, to the regulation wagon required when the service is let under four years' contract.

The regulation wagon is an expensive one, and requires constant care and frequent painting to make its appearance at all creditable to the service. After the conclusion of the contract term, the regulation wagon can not, without radical and expensive changes, be made of service to the owner. Its subsequent use is properly forbidden by the Government until after removal of all insignia of Government service, which practically requires the remodeling of the entire upper part of the wagon. This fact, together with those referred to in the remarks made under the head of regulation wagon service, leads the bidder, if he is a business man, to make a proposal sufficiently high to cover all the points involved, and it would seem, therefore, that the question of using this screened wagon in cities of medium size, not yet embraced in the regulation wagon service, can be considered with manifest advantage to the Government. I append hereto a statement showing where screened wagon service is in operation, the cost thereof, and the character of the service rendered.

Route.	City.	State.	Cost per annum.	Remarks.
77021	Augusta	Ga	$895.00	Good service.
85067	Evansville	Ind	1,700.00	Do.
87074	Decatur	Ill	480.00	Do.
89084	Grand Rapids	Mich	1,200.00	Do.
92054	Council Bluffs	Iowa	2,100.00	Do.
92068	Des Moines	Iowa	359.00	Do.
94101	Springfield	Mo	840.00	Do.
97068	Sherman	Tex	500.00	Fairly good service.
100148	Kansas City	Kans	600.00	Good service.
114025	Los Angeles	Cal	4,779.00	Do.

RAILROAD TRANSPORTATION.

The annual rate of expenditure for this class of service, on all routes on which pay was adjusted on June 30, 1889, was $19,441,095.78.

The number of routes was 2,113, the aggregate length of routes was 150,381.53 miles, and the annual travel 204,192,489.08 miles.

The rate of cost per mile traveled was 9.52 cents.

The average number of trips per week was 13.05.

The length of routes on which pay was unadjusted on June 30, 1889, was 3,358.97 miles.

The decrease in the number of miles on which pay was unadjusted was 3,364.24.

The appropriation for the last fiscal year was $18,007,528.40; the amount expended, as shown by the Auditor's accounts, was $17,843,357.70. It is estimated that the payment for service during the fiscal year ended June 30, 1889, on routes on which the pay was unadjusted on June 30, 1889, will amount to $100,769.10.

The annual rate of expenditure for railroad transportation on routes on which the pay was adjusted in the first contract section on June 30, 1889, was $4,079,270.15. The result of the regular quadrennial adjustment of pay, and of fixing pay for new service in said section, by orders to October 9, 1889, was an increase of $1,006,598.74, or 24.67 per cent., making the annual rate of expenditure in said section on October 9, 1889, $5,085,868.89.

The total number of railroad routes in operation July 1, 1889, was 2,109, a decrease of 4 from the number in operation on June 30, 1889.

The total annual rate of expenditure for railroad transportation was:

July 1, 1889	$19,416,874.78
August 31, 1889	20,308,512.29
September 30, 1889	20,608,202.73
October 9, 1889	20,607,811.00

The appropriation for the current fiscal year is $19,105,557.90; the sum estimated as necessary for the current fiscal year is $20,000,000.

The amount estimated as necessary for the fiscal year ending June 30,1891, is $21,906,275.65, being $2,800,717.75, or 14.65 per cent. more than the appropriation for the current year.

Increase in length of railroads over which the mails were carried during each of the years from 1882 to 1889, inclusive; also, showing the number of miles of railroad service on which the pay was not adjusted on June 30 of each of said years.

Year.	Increase in length of routes.	Unadjusted service, June 30.	Year.	Increase in length of routes.	Unadjusted service, June 30.
	Miles.	*Miles.*		*Miles.*	*Miles.*
1882	8,994	8,449	1886	2,901.00	1,503.00
1883	9,645	7,234	1887	7,015.81	4,195.59
1884	6,952	9,026	1888	12,764.51	6,723.21
1885	3,872	2,946	1889	6,668.21	3,358.97

Statement showing in what States the largest part of the increase in length of routes of railroad service during the year ended June 30, 1889, took place, with an estimate of the increase in the annual rate of expenditure for transportation for said service.

States.	Increase in number of routes.	Increase in length of routes.	Estimated increase in the annual rate of expenditure for transportation for this new service.
		Miles.	*Dollars.*
Nebraska	2	592.87	35,572.20
Alabama	4	460.48	27,628.80
Kansas	6	415.99	24,959.40
Michigan	7	398.11	23,886.60
Kentucky	3	391.01	23,460.60
California	12	372.99	22,379.40
Georgia	1	360.09	21,605.40
Minnesota	5	356.75	21,405.00
Illinois	5	349.14	20,948.40
Missouri	4	286.02	17,161.20
Iowa	4	214.26	12,855.60
Tennessee	3	209.63	12,577.80
Ohio	3	205.51	12,330.60
Total	59	4,612.85	276,771.00

RAILWAY POST-OFFICE CAR SERVICE.

The annual rate of expenditure for this class of service on June 30 1889, was $2,198,517.55.

The number of routes on which railway post-office cars were used wa 156; the length of routes, 26,659.85 miles.

The appropriation for the last fiscal year was $2,053,643.60; the sum expended, as shown by the Auditor's accounts, was $1,991,066.61.

The annual rate of expenditure for post-office cars in the first contrac section on June 30, 1889, was $616,334.20.

The result of the regular quadrennial readjustment of the pay, and o fixing pay on new service in said section, by orders to October 9, 1889 was an increase of $31,047.20, or 5.03 per cent.; making the annual rat of expenditure in said section on October 9, 1889, $647,381.40.

The total number of routes of railway post-office car service on July 1, 1889, was 158; an increase of 2 over the number in operation on Jun 30, 1889.

The total annual rate of expenditure was:

July 1, 1889	$2,222,056.4
August 31, 1889	2,249,065.7
September 30, 1889	2,254,501.3
October 9, 1889	2,287,818.6

The appropriation for the current fiscal year is $2,260,000.

The sum estimated as necessary for the current fiscal year is $2,360,000

The amount estimated as necessary for the fiscal year ending Jun 30, 1891, is $2,553,000, being $293,000, or 12.96 per cent., more than th appropriation for the current year.

Annual rate of expenditure, with increase or decrease and percentage of increase or decrea from 1880 to 1889, inclusive.

Year.	Annual rate of expenditure.	Increase or decrease in annual rate of expenditure.		Percentage of increase or decrease.	
		Increase.	Decrease.	Increase.	Decrease.
1880	$1,261,041.00				
1881	1,364,107.00	$103,066.00		8.17	
1882	1,455,851.00	91,744.00		6.73	
1883	1,599,001.00	143,150.00		9.83	
1884	1,738,997.00	139,996.00		8.76	
1885	1,869,488.00	130,491.00		7.50	
1886	1,816,321.00		$53,167.00		2.
1887	1,881,580.00	65,259.00		3.59	
1888	1,996,359.00	114,779.00		6.10	
1889	2,198,517.55	202,158.20		10.12	

Length of routes, annual rate of expenditure for transportation, and average annual of cost per mile of length for transportation for each of the years 1880 to 1889, inclus

Year.	Length of routes.	Annual rate of expenditure for transportation.	Average annual rate of cost per mile of length.	Year.	Length of routes.	Annual rate of expenditure for transportation.	Av an ra co m le
	Miles.	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	
1880	85,320	9,237,945	108.27	1885	121,082	14,758,495	
1881	91,560	10,240,261	111.92	1886	123,933	15,520,191	
1882	100,563	11,297,333	112.34	1887	130,948	16,174,691	
1883	110,208	12,288,799	111.50	1888	143,713	17,528,600	
1884	117,160	13,273,606	113.29	1889	150,381	19,441,096	

RAILROAD SERVICE—INCLUDING RAILWAY POST-OFFICE CARS.

gth of routes and annual rate of expenditure for transportation and railway post-office rs combined, showing increase and percentage of increase for the years 1880 *to* 1889, *clusive.*

Year.	Length of routes.	Increase in length of routes.		Annual rate of expenditure.	Increase in annual rate of expenditure.	
	Miles.	*Miles.*	*Per cent.*	*Dollars.*	*Dollars.*	*Per cent.*
.....	85,320	5,329	6.66	10,498,986.00	931,396.00	9.73
.....	91,569	6,249	7.32	11,613,368.00	1,114,382.00	10.61
.....	100,563	8,994	9.82	12,753,184.00	1,139,816.00	9.81
.....	110,208	9,645	9.59	13,887,800.00	1,134,616.00	8.89
.....	117,160	6,952	6.30	15,012,603.00	1,124,803.00	8.09
.....	121,032	3,872	3.30	16,627,983.00	1,615,380.00	10.76
.....	123,933	2,901	2.39	17,336,512.00	708,529.00	4.20
.....	130,949	7,016	5.66	18,056,272.00	719,760.00	4.15
.....	143,713	12,764	9.74	19,524,959.00	1,468,687.00	8.13
.....	150,381	6,668	4.63	21,639,613.33	2,114,654.18	10.83

RAILWAY POST-OFFICE CLERKS.

The annual rate of expenditure for this class of service on June 30, 89, was $5,268,600.

The number of clerks was 5,448.

The appropriation for the last fiscal year was $5,296,790.21; the sum pended was $5,234,067.09, leaving an unexpended balance of $62,-3.12.

The appropriation for the current fiscal year is $5,600,000.

The sum estimated as necessary for the current fiscal year is 5,600,000.

The amount estimated as necessary for the fiscal year ending June 0, 1891, is $5,920,000, being $320,000 or 5.71 per cent. more than the ppropriation for the current year.

SPECIAL FACILITIES.

The annual rate of expenditure for this class of service on June 30, 889, was $295,655.38. This sum was expended as shown in the fol-owing statement:

Number of route.	Termini.	Railroad company.	Miles.	Pay per annum.
5005.....	New York, N. Y., to Springfield, Mass.	New York, New Haven and Hartford.	136.00	$17,647.06
6011 (part).....	4.35 a. m. train, New York to Albany.	New York Central and Hudson River.	144.00	25,000.00
10006 (part).....	Baltimore to Hagerstown.....	Western Maryland	56.60	15,804.50
10001.....	Philadelphia, Pa. to Bay View (n. o.), Md.	Philadelphia, Wilmington and Baltimore.	91.80	20,000.00
10013.....	Bay View (n. o.), Md., to Washington, D. C.	Baltimore and Potomac.....	79.80	21,900.00
11001 (part).....	Washington, D. C., to Quantico (n. o.), Va.			
11001 (part).....	Quantico (n. o.) to Richmond..	Richmond, Fredericksburgh and Potomac.	81.50	17,419.26
11008.....	Richmond to Petersburgh....	Richmond and Petersburgh...	23.39	4,268.67
11009.....	Petersburgh to Weldon.....	Petersburgh	64.00	11,680.00
13002.....	Weldon to Wilmington.....	Wilmington and Weldon.....	162.07	29,541.27
14002 (part).....	Wilmington to Florence.....	Wilmington, Columbia and Augusta.	110.00	20,075.00
14005 (part).....	Florence to Charleston Junction (n. o.).	Northeastern	95.00	17,337.50
14004 (part).....	Charleston Junction (n. o.) to Savannah.	Charleston and Savannah.....	108.00	19,710.00
15009.....	Savannah to Jacksonville.....	Savannah, Florida and Western	171.50	31,309.70
16013.....	Jacksonville to Sanford.....	Jacksonville, Tampa and Key West.	126.18	22,867.25
16007.....	Sanford to Tampa.....	South Florida.....	116.39	21,095.17
Total.....				295,655.38

The appropriation for the last fiscal year was $295,987 53; deducting the amount expended, as shown by the above statement, leaves an unexpended balance of $332.15.

The appropriation for the current fiscal year is $295,655.38. The sum estimated as necessary for the current fiscal year is $295,655.38.

The amount estimated as necessary for the fiscal year ending June 30, 1891, is $295,421.79, being $233.59, or 0.07 per cent., less than the appropriation for the current year.

I concur in the recommendation of the General Superintendent of the Railway Mail Service that the appropriation for special facilities, above set forth, be renewed for the year ending June 30, 1891, and also cordially approve the future examination he suggests, "with a view to determining how far it will be proper, from time to time, to recommend modification or withdrawal altogether of the allowance." That the time has now come to withdraw special facilities on trunk lines giving schedule time, and making connections not perhaps fully justified by the weight of mails or amount of passenger traffic, I am not prepared to say, but that the time will soon come when the division of this comparatively small amount of money among a few roads will be no longer necessary can not be a subject of much doubt.

In this connection I beg to call your attention to the report of the General Superintendent of Railway Mail Service, addressed to me, under date of November 1, 1889, and invite a careful consideration of the same. It embodies not only a careful and intelligent résumé of that important branch of the service, but contains suggestions and recommendations of great value and interest. The observations under the head of "Transcontinental" show a marked improvement in a service for which superior excellence had been claimed, and in which it was deemed that improvement would be impossible.

I concur in the recommendation of the General Superintendent asking for an appropriation of $3,000 for an Assistant General Superintendent of Railway Mail Service, and for a further appropriation of $2,000 to pay one chief clerk in the office of the General Superintendent of Railway Mail Service. The rapid growth of the railway mail service and the vast labor and responsibility devolving upon the office of General Superintendent fully justifies the additional force and appropriation asked for, and the best interests of the service will, in my opinion, be promoted by granting the same.

I also heartily concur in his recommendation for provision for the families of postal clerks killed while on duty. The plan he suggests in his report seems to relieve it of the elements of danger involved in any precedent that would create a Civil Pension List or make one branch of the Civil Service favored above all others.

MAIL EQUIPMENTS.

Appended hereto is a tabular statement (O) of the number, description, and cost of all mail-bags and mail-bag catchers purchased and put into service during the year ended June 30, 1889; a tabular statement (P) of all mail locks and keys purchased for the service during the same period; also a tabular statement (N) of all contracts for mail equipments in force on June 30, 1889.

The total expenditure for mail-bags and mail-bag catchers, with their appurtenances and repairs, during the year ended June 30, 1889, was *$180,901.30$\frac{3}{16}$*.

The total expenditure for mail locks and keys, including repairs of the same, was $15,729.53.

Comparison with the last annual report shows, for the fiscal year ended June 30, 1889, a decrease in the expenditure for mail-bags and mail-bag catchers, etc., of $66,128.89 5/16; a decrease in the expenditure for mail locks, keys, etc., of $6,771.01.

The appropriation for the last fiscal year for mail-bags, mail-bag catchers, etc., was $285,000; the sum expended was $179,965.25, leaving an unexpended balance of $105,034.75.

The appropriation for mail locks, keys, etc., was $25,000; the sum expended was $14,827.03, leaving an unexpended balance of $10,172.97.

The appropriation for the current fiscal year for mail-bags, mail-bag catchers, etc., is $225,000; for mail locks and keys, etc., $15,000; for repair shop for mail equipments, $10,000.

The sum estimated as necessary for the current year for mail-bags, mail-bag catchers, etc., is $225,000; for mail locks, keys, etc., $15,000, and for repair shop, $10,000.

The amount estimated as necessary for the fiscal year ending June 30, 1891, for mail-bags, mail-bag catchers, etc., is $275,000; for mail locks, keys, etc., $100,000; for repair shop, $6,500.

In explanation of the increase of $50,000 in estimate for mail-bags and mail-bag catchers for the year ending June 30, 1891, I would state that the great number of damaged bags found in the larger offices of the country, and in less degree scattered among the smaller offices, have been gathered into the repair shop at Washington and put into serviceable condition. This has largely decreased the expense heretofore found necessary in purchasing new bags, and resulted in an unexpended balance of $104,000 out of the $285,000 appropriated for the fiscal year ended June 30, 1889.

In consequence of the inadequate space afforded in the mail-bag store-houses here and in the different post-offices throughout the country, it was deemed best to turn this large proportion of the appropriation back into the Treasury, rather than to purchase and store bags which would be liable to injury from a variety of causes, such as dampness and the depredations of rats and mice, with which many of the larger offices are infested. It is possible that of the $225,000 appropriated for the current fiscal year a small amount may be saved, but the rapid decrease in the number of worn, unserviceable, and condemned sacks forwarded to the repair shop here leads to the belief that the appropriation will be very little, if any, more than adequate to the demands that will be made upon it. For the year ending June 30, 1891, large purchases of new bags must inevitably be made, for the reason above stated, and in consequence of the rapidly growing demand for all classes of mail-bags.

Notwithstanding this increased demand—incident to the rapid growth of the service—it will be observed that the estimate for the year ending June 30, 1891, is $10,000 less than the estimate and subsequent appropriation for the year ending June 30, 1889. This reduction is possible only by reason of saving effected at the mail-bag repair shop.

MAIL-BAG REPAIR SHOP.

Congress having at its last session appropriated the sum of $10,000 to enable the Postmaster-General to make a permanent lease of some building in the city of Washington, and to equip the same with tools, implements, machinery, and other materials necessary to repair mail bags

and sacks and mail locks and keys, I have the honor to state that, with your approval, premises 479 and 481 C street northwest have been leased for this purpose, and the Mail-Bag Repair Shop removed from the Rink on E street to the new quarters.

The maximum force employed at any one time in the Repair Shop is one hundred and thirty persons. Emergencies frequently arise when it becomes necessary to put this entire force to work on repairs, in order to avoid new purchases. There has not, however, been constant work, and during a great portion of the time the force employed has been very much less than the maximum above referred to. The new shop has been fitted up with a special regard to the comfort and convenience of the employés, in the matter of light, air, and sanitary surroundings, and it is believed that it to-day presents as many advantages in all essential points as any shop employing a similar number of workmen in the country. It is also believed that the business rules applied in the government of this shop have resulted in obtaining for the Department a full day's work for a day's pay. The number of bags of all classes repaired in the shop during the fiscal year ended June 30, 1889, is as follows:

Jute sacks	810,935	Inner registered sacks	977
Leather pouches	92,042	Foreign sacks	847
Catcher pouches	15,042		
Horse bags	1,223	Total	926,094
Registered pouches	5,028		

All the small repair shops, located in various offices throughout the country, have been discontinued, with the exception of a small shop at Chicago, which still continues to do lighter kinds of repairing for a section conveniently supplied from that office, and the repairs concentrated at the Washington repair shop. The economy and business policy of concentrating this work in one shop and under one head is obvious, and I believe strictly in accordance with business principles everywhere. It has also the further advantage of placing directly under the control of the Second Assistant's office all classes of equipments for which it is responsible, and with which it supplies the various offices of the country.

LOCK REPAIR SHOP.

The Mail-Lock Repair Shop, which, in accordance with the terms of the appropriation for the lease of a suitable building, has its quarters in the same building on C street with the Mail-Bag Repair Shop, has been established and equipped with machinery of the most approved character. The work of repairing locks has already commenced and most excellent results to the Government are anticipated from this new departure.

In explanation of the proportionately large increase asked for mail locks and keys for the year ending June 30, 1891, it is submitted that as the work of establishing and fitting up the Lock Repair Shop is nearly completed, and already, at this early date, in successful operation, the expectation is justified that an enormous saving can be effected by enlarging greatly the scope of its work. Not only should all minor articles of mail equipment be manufactured in this shop, but the three hundred thousand Eagle Locks, formerly in use by the Department, costing 58 cents apiece, or $174,000, which locks are still on hand, can readily be put into service again by changing the interior so as to use an entirely different key.

DEFECTIVE MAIL LOCKS.

At a recent session of the Division Superintendents of Railway Mail Service, and the Superintendents of Mails in many of the larger offices of the country, the character of the iron lock now in use was discussed. A resolution declaring said lock defective in construction and unsafe in use was passed with but one dissenting vote. The chief point of objection seemed to be the fact that the locks were frequently found open on the bags, or detached therefrom entirely. There was also a very general complaint in regard to the frequency with which the keys wore out and became useless. Instances were cited in some of the larger offices, notably Philadelphia, where the key was found to wear out in about fourteen days. This convention unanimously declared in favor of the Eagle lock, above referred to.

This change of locks can, it is believed, be effected at an expense very much less than will be incurred by the purchase of new locks at average prices at which contracts have been made by this Department, with the addition of very little machinery to that already in use in the Shop. The machinery now in use in the Shop is sufficient for all purposes of repairs of locks or manufacture of keys in every branch except in the matter of casting.

PURCHASE OF PATENTS BY THE DEPARTMENT.

A careful examination of this subject convinces me that it is a wise economy to provide a sum sufficient for the payment of royalty, or for the purchase outright of any patents on locks or mail equipments, the excellence of which shall commend them to a committee of experts to be appointed by you, on the recommendation of this office. The actual cost of manufacture of many of these articles of superior merit is almost infinitesimal when the right to manufacture is acquired either by purchase of patent or payment of royalty. The single item of repairs of mail locks in current use during the year ended June 30, 1889, was $15,000.

POLICY OF REPAIRING BY THE DEPARTMENT.

The policy of repairing all forms of mail equipments, and by this means keeping all the stock in constant use, is so evidently a wise one that it is a matter of surprise that it was so long delayed. Up to the time these repairs began, orders for new supplies were given with great regularity, and pouches, bags, locks, keys, cord-fasteners, label cases, key-chains, and other articles of mail equipment seemed to go out of use on a sort of schedule time, leaving their places to be filled by the purchase of new material. As a consequence the entire appropriation, no matter how large it might be, was never more than adequate to the demands made upon it, and unexpended balances, beyond a mere trifle each year, were the exception rather than the rule.

POLICY OF MANUFACTURING BY THE DEPARTMENT.

The sound business policy of manufacturing in this shop many of the articles heretofore bought under contract, the price of which in some cases is exclusive of royalty, can be best illustrated by reference to the following articles:

Flat keys, for which the Department has paid 25 cents each, and which can be manufactured in this Shop to-day at a cost not exceeding *from 2 to 2½ cents.*

Iron mail-locks, for the repair of which the Department has been paying 33 cents, and which can unquestionably be repaired in the Shop at an expense certainly not to exceed 10 cents.

Street letter-box locks, for which the Department is now paying 30 cents, and which can, it is believed, be repaired in the Shop at a cost not to exceed 6 cents.

In addition to these articles, key-chains, slide labels, cord-fasteners, and other articles at present purchased at varying prices can, I am perfectly confident, be manufactured from the start at less than half the price the Government is now paying. The wisdom, therefore, of providing a fund which shall be adequate for the purposes above indicated, and which shall include all necessary repairs of mail locks and keys of all descriptions, and other minor articles of mail equipment, will, I trust, be apparent to you, and I sincerely hope that you will, in the interest of the service, approve the estimate set forth for this purpose.

CHANGE IN FORM OF MAIL-BAGS.

A change in the form of mail-bags, so as to admit of their more convenient use in the racks in postal cars, is exceedingly desirable. Samples of such changed form of bag are now being manufactured without expense to this Department, by the present contractor, and if it is found that the desired change can be made under existing contract, without incurring any additional expense, I shall have the honor to ask that you order such change to be made at once.

CHANGE IN LEATHER POUCH.

Before the expiration of the present contract term for manufacturing leather pouches, I shall have the honor to ask your consideration of the propriety of discontinuing such leather pouch, and substituting therefor canvas pouches having the improved leather bottom. It is believed that the present leather pouch does not present advantages sufficient to justify the largely increased expense at which it is obtained by the Government.

THROUGH REGISTERED MAIL-LOCK.

Important losses having occurred by reason of serious defect in the Through Registered Mail-Lock, proposals were invited by advertising, in the usual way, for new and improved locks for this purpose. Bids for furnishing these locks, accompanied by samples of each, were received in the Department in February last, and a committee of experts was appointed by the Postmaster-General to examine and thoroughly test the same. After a careful examination this committee rejected all the locks offered, as being, if not inferior, in no respect of superior advantage to the lock now in use when the same shall be repaired to cover defects occasioning loss above referred to. As fast as possible, therefore, all registered locks were ordered in and sent to the manufacturer for repairs.

It is believed that the defects complained of have been remedied, and that the locks now in use can be relied upon to register accurately for considerable time to come, or until seriously impaired by constant wear. In the mean time, however, I respectfully recommend that proposals for furnishing a new Through Registered Lock be invited at an early date, adhering to the rotary system, which is one of the merits of the present lock.

DIVISION OF INSPECTION.

The gross amount of fines and deductions from the pay of postal contractors and others during the year ended June 30, 1889, was		$247,588.31
The amount of remissions of deductions on account of satisfactory explanation was	$136,273.40	
The amount of remissions of fines	47,902.71	
Total remissions of fines and deductions		184,176.11
Leaving the net amount of fines and deductions for the fiscal year ended June 30, 1889		63,412.20

The above amounts are classed as follows:

Deductions and fines, railroad service	$185,079.90	
Deductions and fines, star service	35,931.65	
Deductions and fines, steam-boat service	19,129.33	
Deductions and fines, mail-messenger service	2,632.94	
Deductions and fines, postal clerks	4,814.49	
Total deductions and fines		247,588.31
Remissions, railroad service	$163,567.07	
Remissions, star service	8,388.01	
Remissions, steam-boat service	11,971.91	
Remissions, mail messenger service	109.91	
Remissions, postal clerks	139.21	
Total remissions		184,176.11
Leaving net amount of deductions and fines for the fiscal year ended June 30, 1889		63,412.20

The departmental rules for assessing fines and deductions, and the evidence from the railroad companies and mail contractors upon which the same may be subsequently in whole or in part remitted, has been the subject of much discussion, and many changes have been made from time to time under the various administrations. No fixed policy or rule of conduct has seemed to obtain, and it is probable that no absolutely fixed rule could be made that would fit the varying circumstances in all the numerous cases presented, notably those presented by railroad companies, and in the nature of things much must be left to the discretion of the Inspection Division, which has the record upon which such fines and deductions are made, as well as the statements of postmasters and Railway Mail Service employés, and the affidavits of contractors and railroad companies, upon which applications for remission are based.

Such modifications have been made of rules existing at the time I assumed charge of the office as seemed to be just and equitable, and while I can not claim that the system is at present perfect, yet I think it can be fairly said that on the whole it is equitable alike to the Government and the contractors. A longer experience may induce the belief that further changes can be made and more exact justice meted out to both parties by such changes.

In the matter of delays to mails by reason of the disastrous floods in the Conemaugh Valley, affecting seriously several of our largest trunk lines, I have deemed it not only equitable but an act of the commonest justice to observe a fair and liberal policy in regard to fines and deductions. It does not seem to be a commendable policy for the Government to add to a burden, already enormously heavy, by a rigid application of the technical rules found necessary for its protection when dealing with its carriers under ordinary circumstances, and in justice to the latter it must be said that they met during that terrible emer-

gency every demand of the Government for the transportation of the mails with promptness and cheerfulness. Where the proof is indisputable that delays and failures to make connections grew out of causes incident to the flood this office has omitted to fine or deduct, or if it became necessary as a matter of record to note such fine or deduction, has remitted same in whole or in part, as the circumstances in each particular case might seem to warrant.

MISCELLANEOUS.

Amount of appropriation for year ended June 30, 1889	$1,000.00
Amount expended	486.86
Balance unexpended	513.14
Amount of appropriation for current fiscal year	1,000.00
Amount estimated as necessary for fiscal year ending June 30, 1891	1,000.00

I am greatly gratified with the marked intelligence, zeal, and general efficiency found in the clerical force of this office, and in closing beg to express my appreciation of the hearty co-operation and valuable assistance I have received from all the divisions since assuming charge in March last. They have rendered the duties of an office, always difficult and perplexing, as easy and pleasant as it was possible to make them, and for this I return my sincere thanks.

Very respectfully,

S. A. WHITFIELD,
Second Assistant Postmaster-General.

Hon. JOHN WANAMAKER,
Postmaster-General.

ADDENDUM.

Table A.—Shows annual rate of expenditure, appropriation, and estimates.
Table B.—Shows length of routes, annual rate of expenditure, and number of miles traveled per annum in star, steam-boat, and railroad service.
Table C.—Statement of railroad service.
Table D.—Statement of steam-boat service.
Table E.—Statement of increase and decrease in star, steam-boat, and railroad service.
Table F.—Statement of deductions, fines, and remissions.
Table G.—Statement of mail service, with increase and decrease and percentage of increase and decrease for fiscal year.
Table H.—Statement of weight of mails, speed, accommodations for mails and railway post-office clerks, and re-adjustment of pay on railroad routes, with an index.
Table I.—Statement of the annual rate of expenditure for railway post-office cars, showing increase and decrease since last annual report.
Table K.—Statement of expenditures for necessary and special facilities on trunk lines.
Table L.—Statement of railroad service established since last annual report.
Table M.—Statement of railroad service from 1836 to 1889, showing increase and decrease in length of routes.
Table N.—Statement of all contracts for mail equipments and for use of patents.
Table O.—Statement of expenditures for mail bags, mail-bag catchers, etc.
Table P.—Statement of expenditures for mail locks and keys.

A.—*Annual rate of expenditure, appropriation, and estimates for mail service.*

Items.	Annual rate of expenditure, June 30, 1888.	Annual rate of expenditure, June 30, 1889.	Percentage of increase or decrease in annual rate of expenditure from 1888 to 1889.		Appropriation for 1890.	Percentage of increase or decrease in appropriation for 1890 as to annual rate of expenditure for 1889.		Estimate for 1891.	Percentage of increase or decrease in estimate for 1891 as to appropriation for 1890.	
			Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
Transportation by star routes	$4,959,192.00½	$5,228,887.07½	5.42	.....	$5,650,000.00	8.06	.....	$5,902,216.55½	4.46	.....
Transportation by steam-boat routes	438,942.27	446,032.48	1.61	.....	450,000.00	0.88	.....	525,000.00	16.66	.....
Transportation by railroad routes	17,528,599.80	19,441,095.78	10.91	.....	19,105,557.90	.....	1.70	21,906,275.65	14.65	.....
Railway post-office car service	1,996,359.35	2,198,517.55	10.13	.....	2,260,000.00	2.79	.....	2,553,000.00	12.96	.....
Necessary and special facilities on trunk lines	295,987.53	295,655.38	.....	0.11	295,655.38	.....	.....	295,421.79	.....	0.07
Railway post-office clerks	5,084,517.00	5,268,600.00	3.62	.....	5,609,000.00	6.29	.....	5,920,000.00	5.71	.....
Mail-messenger service	883,718.67	949,188.85	7.40	.....	1,000,000.00	5.35	.....	1,100,000.00	10.00	.....
Mail locks and keys	22,500.54	15,729.53	.....	30.09	15,000.00	.....	4.68	100,000.00	566.66	.....
Mail bags and mail-bag catchers	247,030.19	180,901.30-7/8	.....	26.76	225,000.00	24.37	.....	275,000.00	22.22	.....
Repair shop for mail equipments	.....	.....	.....	.....	10,000.00	.....	.....	6,500.00	.....	35.00
Miscellaneous items in the office of the Second Assistant Postmaster-General	294.50	486.86	65.31	.....	1,000.00	105.39	.....	1,000.00	.....	.....
Total	.....	.....	.....	.....	34,612,213.28	.....	.....	38,584,413.99½	11.47	.....

B.—*Table of star, steam-boat, and rail-*

[The entire service on each route is included in the amount opposite the State

States and Territories.	Total length of routes.	Length of routes and annual rate of expenditure in each class of service.					
		Star.		Steam-boat.		Railroad.	
		Length.	Annual rate of expenditure.	Length.	Annual rate of expenditure.	Length.	Annual rate of expenditure for transportation.
	Miles.	*Miles.*	*Dollars.*	*Miles.*	*Dollars.*	*Miles.*	*Dollars.*
Maine	5,291.25	3,712.12	92,861.96	369.12	6,576.02	1,210.01	143,702.81
New Hampshire	2,136.37	1,182.15	35,362.96	147.50	3,325.00	806.72	85,643.55
Vermont	2,298.75	1,424.99	40,183.81	.....	.....	873.76	105,647.05
Massachusetts	3,382.78	1,172.95	81,359.57	89	12,093.50	2,120.83	397,529.90
Rhode Island	524.83	197.09	12,370.64	83	12,107.56	244.74	29,960.47
Connecticut	1,937.43	820.97	34,190.32	.....	.....	1,116.46	229,846.53
New York	14,359.88	7,591.94	398,058.15	220.50	11,096.17	6,547.44	1,134,563.40
New Jersey	2,682.93	945.32	36,868.26	.....	.....	1,737.61	263,868.00
Pennsylvania	15,505.68	9,206.60	286,722.66	.....	.....	6,299.08	835,368.58
Delaware	562.68	244.15	8,314.22	.....	.....	318.53	28,813.76
Maryland	5,051.33	2,357.89	87,648.81	1,251.75	15,582.36	1,441.09	325,284.4
Virginia	13,713.73	9,803.99	179,286.97	787.25	36,021.62	3,172.49	412,870.2
West Virginia	7,937.75	7,066.44	95,196.78	.....	.....	871.31	86,161.4
North Carolina	13,373.54	10,706.34	146,932.21	425	13,673.00	2,152.20	190,830
South Carolina	6,235.19	4,253.88	63,210.87	103.50	4,007.56	1,877.81	178,929.
Georgia	11,755.45	7,359.50	105,533.44	36	1,800.00	4,359.95	490,278.
Florida	5,678.73	2,828.75	51,831.17	874.75	86,951.76	1,975.23	152,741.
Alabama	12,384.60	8,840.35	135,943.63	741.25	9,737.50	2,803	289,878.
Mississippi	9,700.90	6,298.18	105,706.87	488	5,490.00	2,914.72	294,640.
Tennessee	10,439.92	8,867.12	138,983.48	.....	.....	1,572.80	158,778.
Kentucky	11,809.27	8,350.17	139,261.27	655.75	26,500.00	2,893.35	387,967.
Ohio	16,284.70	6,312.79	172,808.66½	.....	.....	9,971.91	2,352,035.
Indiana	9,510.70	4,570.01	95,276.65	.....	.....	4,940.69	787,679.
Illinois	13,955.57	4,232.99	128,908.98	.....	.....	9,722.58	1,305,909.
Michigan	10,805.69	4,613.45	114,067.48	217	7,201.82	5,975.24	622,972.
Wisconsin	10,218.48	5,023.64	100,941.43	.....	.....	5,194.84	606,842.
Minnesota	11,798.58	4,711.42	78,183.16	.....	.....	7,087.16	858,829.
Iowa	12,824.78	4,369.95	88,515.19	.....	.....	8,454.83	925,134.
Missouri	17,692.08	10,481.41	195,124.06	173	7,000.00	7,037.67	1,088,629.91
Arkansas	10,018.98	7,882.10	121,322.30	802	45,250.00	1,334.88	85,992.69
Louisiana	6,171.46	4,312.31	77,072.43	629	39,282.58	1,230.15	119,104.77
Texas	22,233.02	13,852.26	259,074.41	39	576.33	8,341.76	740,774.55
Indian Territory	2,880.01	2,348.83	36,462.39	.....	.....	531.18	26,695.98
Kansas	15,505.80	6,757.87	109,798.09	.....	.....	8,747.93	899,963.53
Nebraska	11,388.33	5,204.90	89,076.63	.....	.....	6,163.43	903,962.27
Dakota	9,380.64	6,194.88	117,622.40	.....	.....	3,185.76	213,765.04
Montana	3,830.09	3,483.75	97,459.54	.....	.....	346.34	24,262.21
Wyoming	3,274.51	2,555.50	73,724.99	.....	.....	719.01	97,636.84
Colorado	7,080.77	3,926.17	130,780.33	.....	.....	3,154.60	320,984.08
New Mexico	4,010.83	2,819.25	73,599.07	.....	.....	1,191.58	106,999.24
Arizona	3,121.43	2,417.75	88,628.43	.....	.....	703.68	87,770.61
Utah	2,983.04	1,775.25	52,807.66	.....	.....	1,207.79	113,463.84
Idaho	3,029.24	2,825.50	96,316.54	.....	.....	203.74	11,745.94
Washington	4,876.63	2,536.43	59,932.30	907.50	55,741.06	1,432.70	150,273.50
Oregon	6,552.26	5,248.25	151,603.26	154.50	11,074.64	1,149.51	149,216.22
Nevada	3,650.21	3,042	87,425.43	.....	.....	608.21	35,998.11
California	13,160.39	8,322.26	255,166.02	403.50	16,944.00	4,434.63	674,519.28
Alaska	1,240	190	861.25	1,050	18,000.00	.....	.....
Totals	394,311.21	233,331.81	5,228,387.07½	10,597.87	446,032.48	150,381.53	19,441,095.78
Mail-messenger service	.....	.....	.....	.....	.....	.....	.....
Railway post-office clerks	.....	.....	.....	.....	.....	.....	.....
Mail equipments	.....	.....	.....	.....	.....	.....	.....
Necessary and special facilities on trunk lines	.....	.....	.....	.....	.....	.....	.....
Aggregate	.....	.....	.....	.....	.....	.....	.....

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	MAINE.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Boundary Line (n. o.) and Presque Isle.	New Brunswick Rwy	30.51	12	1,408.64		1,408.64	46.17		
2	Newport and Dexter	Maine Central R. R	14.92	12	752.71		752.71	50.45		
3	Farmington and Brunswick	do	67.65	10.43	5,379.52		5,379.52	79.52		
4	Belfast and Burnham Village	do	33.29	12	2,277.03		2,277.03	68.40		
5	Portland and Skowhegan	do	102.93	11.19	11,088.64		11,088.64	107.73		
6	Portland and Bangor	do	138.00	19.09	38,464.74	13,800.00	52,264.74	278.73	100.00	
7	Portland, Me., and Norton Mills, Vt.	Grand Trunk Rwy. Company of Canada.	165.73	11.16	20,971.47		20,971.47	126.54		
8	Portland, Me., and Rochester, N. H.	Portland and Rochester R. R.	55.00	15	6,912.95		6,912.95	125.69		
9	Milo Junction (n. o.) and Katahdin Iron Works.	Bangor and Piscataquis R. R.	18.90	6	807.97		807.97	42.75		
10	Portland, Me., and Fabyan House, N. H.	Maine Central R. R	89.99	18.69	8,848.71		8,848.71	98.33		
11	Brunswick and Bath	do	6.17	28	1,262.34		1,262.34	137.66		
12	Bangor and Vanceborough	do	114.86	12	21,507.53	2,871.50	24,379.03	187.25	25.00	
13	Bangor and Bucksport	do	20.55	12	1,458.43		1,458.43	70.97		
14	Oldtown and Greenville	Bangor and Piscataquis R. R.	78.07	6	5,278.62		5,278.62	67.55		
15	Woolwich and Rockland	Knox and Lincoln R. R	49.11	12	5,374.59		5,374.59	109.44		
16	Houlton and New Brunswick Line (n. o.).	New Brunswick Rwy	4.00	12	198.36		198.36	49.59		
17	Calais and Princeton	St. Croix and Penobscot R. R	21.28	6	909.72		909.72	42.75		
18	Oakland and Embden	Somerset Rwy	31.70	6	1,817.62		1,817.62	55.58		5.93 miles, North Anson to Embden, at $54.98 per mile.
19	Mechanic Falls and Gilbertville	Rumford Falls and Buckfield R. R.	27.45	17.57	1,525.67		1,525.67	55.58		
20	Farmington and Phillips	Sandy River R. R	18.25	12	780.18		780.18	42.75		
21	Lewiston and South Auburn	Grand Trunk Rwy. Company of Canada.	5.97	9	255.21		255.21	42.75		
22	Bridgton Junction (n. o.) and Bridgton.	Bridgton and Saco River R. R.	16.30	12	724.69		724.69	44.46		
23	Monson Junction (n. o.) and Monson.	Monson R. R	6.16	12	263.34		263.34	42.75		
24	Bangor and Bar Harbor	Maine Central R. R	50.45	6	3,623.31		3,623.31	71.82		
25	Strong Station (n. o.) and Kingfield.	Franklin and Megantic R. R.	15.19	6	649.37		649.37	42.75		

26	Hartland and Pittsfield	Sebasticook and Moosehead R. R.	8.58	12	366.79		366.79	42.75			
27	Kennebunk Port and Kennebunk Station (n. o.).	Boston and Maine R. R	4.67	24	247.55		247.55	53.01			
28	Kittery Junction (n. o.) and York Beach.	York Harbor and Beach R. R.	11.33	12	552.11		552.11	48.73			
			1,210.01		143,702.81	16,671.50	160,374.31				
	NEW HAMPSHIRE.										
1001	Concord and Nashua	Concord R. R. Corporation	36.28	40.90	8,809.50	907.00	9,716.50	242.82	25.00		
1002	Concord and Portsmouth	do	59.16	10.14	4,653.52		4,653.52	78.66			
1003	Manchester and North Weare	do	19.95	12	852.86		852.86	42.75			
1004	Hooksett and Pittsfield	do	20.35	12	1,113.55		1,113.55	54.72			
1005	West Stewartstown and Coos	Upper Coos R. R.	21.23	12	925.62		925.62	43.60			
1006	Groveton Junction (n. o.) and Concord.	Boston and Lowell R. R. Corporation.	145.88	29.30	21,329.11		21,329.11	146.21			
1007	Fabyan House, N. H., and South Lunenburgh, Vt.	do	24.26	18.01	1,700.86		1,700.86	70.11			
1008	Concord, N. H., and White River Junction, Vt.	do	69.76	23.22	13,062.56	1,744.00	14,806.56	137.25	25.00		
1009	Concord and Claremont Junction (n. o.).	do	56.92	12.20	3,455.61		3,455.61	60.71			
1010	Contoocook and Peterborough	do	32.72	16.66	1,650.72		1,650.72	50.45			
1011	Nashua and Keene	do	55.81	13.66	4,771.75		4,771.75	85.50			
1012	Rochester, N. H., and Worcester, Mass.	Worcester, Nashua and Rochester R. R.	95.04	11.93	12,270.61		12,270.61	129.11			
1013	Dover and Alton Bay	Boston and Maine R. R	28.42	15.85	1,822.57		1,822.57	64.13			
1014	Conway Junction (n. o.), Me., and North Conway, N. H.	do	71.81	8.53	6,262.55		6,262.55	87.21			
1015	Wolfboro Junction and Wolfborough.	do	12.14	12	518.98		518.98	42.75			
1016	Portsmouth and Dover	do	11.62	16.69	496.75		496.75	42.75			
1017	Vacant.										
1018	Whitefield Junction (n. o.) and Meadows.	Whitefield and Jefferson R. R.	8.50	6	363.37		363.37	42.75			
1019	Vacant.										
1020	Franklin and Bristol	Boston and Lowell R. R. Corporation.	13.13	6	561.30		561.30	42.75			
1021	Rollingsford (n. o.) and Great Falls.	Boston and Maine R. R	2.68	24	121.45		121.45	45.32			
1022	Plymouth and North Woodstock	Boston and Lowell R. R. Corporation.	21.06	8.13	900.31		900.31	42.75			
			806.72		85,643.55	2,651.00	88,294.55				
	VERMONT.										
2001	Readsboro, Vt., and Hoosac Tunnel Station (n. o.), Mass.	Hoosac Tunnel and Wilmington R. R.	11.30	6	483.07		483.07	42.75			
2002	Windsor, Vt., and Rouse's Point, N. Y.	Central Vermont R. R	158.77	20.56	27,829.20	3,365.75	31,194.95	175.28	25.00	R. P. O., 134.63 miles, Windsor and St. Albans.	
2003	Bellows Falls and Essex Junction	do	127.97	18.20	20,132.24		20,132.24	157.32			
2004	Bellows Falls and Windsor	Sullivan County R. R	25.50	21	4,295.22	637.50	4,932.72	168.44	25.00		

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	VERMONT—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
2005	Brattleborough and Bellows Falls ..	Vermont Valley R. R. Co. of 1871.	24.04	21	4,069.73	601.00	4,670.73	169.29	25.00	
2006	St. Albans and Canada Line (n. o.)..	Central Vermont R. R	17.33	18.50	1,600.25	.....	1,600.25	92.34	.....	
2007	St. Albans and Richford	.....do	28.79	6	1,747.84	.....	1,747.84	60.71	.....	
2008	Leicester Junction, Vt., and Addison Junction, N. Y.	.....do	15.63	6	668.18	.....	668.18	42.75	.....	
2009	Richford and Newport.....	Southeastern Rwy., W. C. Van Horne, Wm. Farwell, and Wm. Blodgett, trustees.	31.57	12	2,726.38	.....	2,726.38	86.36	.....	
2010	White River Junction and Derby Line.	Connecticut and Passumpsic Rivers R. R.	115.29	22	16,560.25	2,628.75	19,189.00	143.64	25.00	R. P. O., 105.15 miles, Newport and White River Junction.
2011	South Lunenburgh and Swanton....	Boston and Lowell R. R. Corporation.	118.56	6.89	8,514.97	.....	8,514.97	71.82	.....	
2012	Wells River and Montpelier.....	Montpelier and Wells River R. R.	38.85	16.48	2,790.20	.....	2,790.20	71.82	.....	
2013	White River Junction and Woodstock.	Woodstock R. R	14.44	12	642.00	.....	642.00	44.46	.....	
2014	Burlington and Cambridge Junction (n. o.).	Burlington and Lamoille R. R.	34.40	12	2,088.42	.....	2,088.42	60.71	.....	
2015	Rutland and Bennington.....	Bennington and Rutland Rwy.	57.82	20.51	8,948.22	.....	8,948.22	154.76	.....	
2016	Brattleborough and South Londonderry.	Central Vermont R. R	36.40	6	1,898.62	.....	1,898.62	52.16	.....	
2017	Montpelier Junction (n. o.) and Williamstown.	.....do	15.08	18	332.74	.....	332.74	43.61	.....	Pay not fixed on 7.45 miles.
2018	North Bennington and State Line (n. o.).	Bennington and Rutland Rwy.	2.02	24	319.52	.....	319.52	158.18	.....	
			873.76		105,647.05	7,233.00	112,880.05			
	MASSACHUSETTS.									
3001	Boston, Mass., and Portland, Me....	Boston and Maine R. R.....	109.35	42.78	40,202.52	10,935.00	51,137.52	367.65	100.00	
3002	Boston and East Saugus.....	.....do	10.74	24.93	459.13	.....	459.13	42.75	.....	
3003	Salem and Rockport.....	.....do	19.69	26	1,297.39	.....	1,297.39	70.97	.....	
3004	Salem and Marblehead	.....do	3.99	18	170.57	.....	170.57	42.75	.....	
3005	Salem and Lawrence.....	.....do	22.33	18.78	954.60	.....	954.60	42.75	.....	

3006	Franklin, Mass., and Valley Falls, R. I.	New York and New England R. R.	14.46	18	618.16	.....	618.16	42.75	.....	
3007	Salisbury and Amesbury	Boston and Maine R. R.	4.49	21	238.01	.....	238.01	53.01	.....	
3008	Wenham Depot and Essex	do	5.45	12	232.98	.....	232.98	42.75	.....	
3009	Lynn and Marblehead	do	6.38	16.16	430.96	.....	430.96	67.85	.....	
3010	Wakefield and Peabody	do	8.09	12	345.84	.....	345.84	42.75	.....	
3011	Boston, Mass., and Portland, Me	do	116.33	34.45	19,395.70	2,908.25	22,303.95	166.73	25.00	
3012	Boston and Medford	do	5.31	24	227.00	.....	227.00	42.75	.....	
3013	Georgetown and Haverhill	do	7.31	16.07	312.50	.....	312.50	42.75	.....	
3014	Wakefield Junction (n. o.) and Newburyport.	do	30.80	21	2,264.72	.....	2,264.72	73.53	.....	
3015	Newton Junction, N. H., and Merrimac, Mass.	do	4.85	18	207.33	.....	207.33	42.75	.....	
3016	Boston, Mass., and Nashua, N. H	Boston and Lowell R. R. Corporation.	39.85	69.71	10,800.94	996.25	11,797.19	271.04	25.00	
3017	Lowell and Lawrence	do	14.06	21	601.92	.....	601.92	42.75	.....	
3018	Winchester and North Woburn	do	4.56	24.8	198.86	.....	198.86	43.61	.....	
3019	Somerville Station (n. o.) and North Billerica.	do	19.70	21.43	842.17	.....	842.17	42.75	.....	
3020	Ayer and Lowell	do	17.03	18	1,266.86	.....	1,266.86	74.39	.....	
3021	Boston and Greenfield	Fitchburg R. R.	105.40	37.51	19,736.15	.....	19,736.15	187.25	.....	
3022	Greenfield and North Adams	do	37.35	19	6,003.63	.....	6,003.63	160.74	.....	
3023	South Acton and Marlborough	do	12.71	28	641.21	.....	641.21	50.45	.....	
3024	Ayer, Mass., and Greenfield, N. H	do	23.96	12	1,556.92	.....	1,556.92	64.98	.....	
4025	Boston, Mass., and Albany, N. Y	Boston and Albany R. R.	261.29	60.76	166,989.86	29,891.25	196,881.11	829.85	225.00 75.00	For 98.63 miles to Springfield. For 102.66 miles residue.
3026	Grafton Depot (n. o.) and Millbury	do	4.46	12	190.66	.....	190.66	42.75	.....	
3027	Auburndale Station (n. o.) and Newton Lower Falls.	do	2.09	21	89.34	.....	89.34	42.75	.....	
3028	South Framingham and Milford	do	12.36	24	771.50	.....	771.50	62.42	.....	
3029	Pittsfield and North Adams	do	21.41	21	1,812.35	.....	1,812.35	84.65	.....	
3030	Palmer and Winchendon	do	50.18	14.88	2,789.00	.....	2,789.00	55.58	.....	
3031	North Brookfield and East Brookfield.	do	4.52	27	193.23	.....	193.23	42.75	.....	
3032	Natick and Saxonville	do	3.94	12	168.43	.....	168.43	42.75	.....	
3033	Cook Street station (n. o.) and Bellingham.	New York and New England R. R.	22.64	12.06	1,006.57	.....	1,006.57	44.46	.....	
3034	North Grafton Station (n. o.) and Grafton.	Grafton Center R. R.	3.00	30	128.25	.....	128.25	42.75	.....	
3035	Boston, Mass., and Providence, R. I.	Boston and Providence R. R.	44.00	56.81	10,608.84	2,200.00	12,808.84	241.11	50.00	
3036	Boston and Dedham	do	9.75	26.39	583.54	.....	583.54	59.85	.....	
3037	Canton Junction (n. o.) and Stoughton.	do	4.00	24	171.00	.....	171.00	42.75	.....	
3038	Boston and South Braintree	Old Colony R. R	11.36	134.72	2,476.82	.....	2,476.82	218.03	.....	
3039	South Braintree Junction (n. o.), Mass., and Newport, R. I.	do	61.25	22.24	7,803.25	.....	7,803.25	127.40	.....	
3040	Whitman and Bridgewater	do	8.13	10.18	347.55	.....	347.55	42.75	.....	
3041	Middleborough and Provincetown	do	86.30	12	11,805.84	.....	11,805.84	136.80	.....	
3042	Nantucket and Siasconset	Nantucket R. R.	11.52	12	492.48	.....	492.48	42.75	.....	
3043	Attleborough and Middleborough	Old Colony R. R	22.00	14.73	940.50	.....	940.50	42.75	.....	

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	MASSACHUSETTS—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
3044	South Braintree and Fall River	Old Colony R. R	35.17	33.22	2,766.47		2,766.47	78.66		
3045	Buzzard's Bay and Wood's Holl	do	17.83	12	1,143.43		1,143.43	64.13		
3046	South Braintree and Plymouth	do	26.52	19.21	1,836.77		1,836.77	69.26		
3047	Sterling Junction and Pratt's Junction.	do	4.83	18	260.19		260.19	53.87		
3048	Yarmouth Junction (n. o.) and Hyannis.	do	3.54	12	151.33		151.33	42.75		
3049	South Framingham and Lowell	do	29.44	12	3,574.31		3,574.31	121.41		
3050	Fairhaven and West Wareham	do	15.59	12	786.51		786.51	50.45		
3051	New Bedford and Fitchburg	do	93.64	23.92	9,287.21		9,287.21	99.18		
3052	East Thompson, Conn., and Southbridge, Mass.	New York and New England R. R.	18.00	13.02	846.54		846.54	47.03		
3053	Greenfield and Turner's Falls	Fitchburg R. R	4.87	19.79	216.52		216.52	44.46		
3054	New Bedford and Fall River	Old Colony R. R	14.85	18	634.83		634.83	42.75		
3055	Fitchburg, Mass., and Bellows Falls, Vt.	Cheshire R. R	64.60	18	9,500.07		9,500.07	147.06		
3056	South Vernon Junction (n. o.), Mass., and Keene, N. H.	Connecticut River R. R	23.93	12	1,677.73		1,677.73	70.11		
3057	Worcester and Winchendon	Fitchburg R. R	37.67	16.31	3,382.01		3,382.01	89.78		
3058	Winchendon, Mass., and Peterborough, N. H.	Cheshire R. R	16.58	9.59	708.79		708.79	42.75		
3059	Milford and Bellingham	New York and New England R. R.	4.93	24	210.75		210.75	42.75		
3060	Milford and Ashland	do	11.85	12	506.58		506.58	42.75		
3061	Attleborough and North Attleborough.	Boston and Providence R. R	4.08	18	268.62		268.62	65.84		
3062	Brattleborough, Vt., and New London, Conn.	Central Vermont R. R	121.39	21.69	13,389.31	257.25	13,646.59	110.30	25.00	R. P. O., 10.29 miles, Brattleborough and South Vernon Junction (n. o.).
3063	Lawrence, Mass., and Manchester, N. H.	Manchester and Lawrence R. R.	27.07	18	2,314.48		2,314.48	85.50		
3064	Braintree Junction (n. o.) and Kingston Station (n. o.).	Old Colony R. R	32.20	21.03	1,872.10		1,872.10	58.14		
3065	Atlantic and West Quincy	do	3.67	16	156.89		156.89	42.75		
3066	Spencer and South Spencer (n. o.)	Spencer R. R	2.18	24	95.06		95.06	43.61		

3067	Springfield and South Vernon Junction (n. o.).	Connecticut River R. R.	51.88	36.30	9,669.91	1,297.00	10,966.91	126.29		
3068	Springfield and Athol	Boston and Albany R. R.	47.59	6	2,743.61		2,743.61	57.22		
3069	Holyoke and Westfield	New Haven and Northampton Company.	10.54	12	450.59		450.59	42.75		
3070	Ashburnham Depot and Ashburnham.	Fitchburg R. R.	2.62	21	112.00		112.00	42.75		
3071	Van Deusen and State Line	Housatonic R. R.	11.12	9.36	475.36		475.36	42.75		
3072	Boston and Waltham	Fitchburg R. R.	11.05	29.41	472.38		472.38	42.75		
3073	Readville and Dedham	Boston and Providence R. R.	2.22	26.39	132.86		132.86	59.85		
3074	Boston and Cook Street Station (n. o.)	Boston and Albany R. R.	9.14	35.75	679.92		679.92	74.39		
3075	Bellingham and Franklin	New York and New England R. R.	5.37	33	229.56		229.56	42.75		
3076	North Abington and Hanover	Hanover Branch R. R.	8.28	13.12	353.97		353.97	42.75		
3077	Vacant.									
3078	Boston and Winthrop	Boston, Revere Beach and Lynn R. R.	5.00	18	213.75		213.75	42.75		
3079	Winthrop Junction (n. o.) and Revere.	do	1.80	18	76.95		76.95	42.75		
3080	Boston and Northampton	Boston and Maine R. R.	104.04	13.46	7,917.44		7,917.44	76.10		
3081	Chatham Station (n. o.) and Harwich Junction (n. o.).	Old Colony R. R.	7.04	6						Pay not fixed.
			2,120.83		397,539.90	48,485.00	446,024.90			
	RHODE ISLAND.									
4001	Providence, R. I., and Worcester, Mass.	Providence and Worcester R. R.	43.92	35.85	5,031.91		5,031.91	114.57		
4002	Providence, R. I., and Groton, Conn.	New York, Providence and Boston R. R.	61.89	43.06	15,640.34	8,090.00	18,730.34	253.08	50.60	
4003	Providence, R. I., and Willimantic, Conn.	New York and New England R. R.	58.61	19.26	4,660.66		4,660.66	79.52		
4004	Providence and Bristol	Providence, Warren and Bristol, R. R.	15.35	21	1,063.14		1,063.14	69.26		
4005	Warren, R. I., and Fall River, Mass.	Fall River, Warren and Providence R. R.	9.14	18	445.48		445.48	48.74		
4006	Providence and Pascoag	Providence and Springfield R. R.	23.17	12	1,624.44		1,624.44	70.11		
4007	Kingston Depot (n. o.) and Narragansett Pier.	Narragansett Pier R. R.	8.50	15.60	421.51		421.51	49.59		
4008	Auburn and Hope	New York, Providence and Boston R. R.	10.62	12	490.32		490.32	46.17		
4009	Wood River Junction (n. o.) and Hope Valley.	Wood River Branch R. R.	5.93	18	253.50		253.50	42.75		
4010	Auburn and Warwick	New York, Providence and Boston R. R.	7.70	12	329.17		329 17	42.75		
			244.74		29,960.47	3,090.00	33,050.47			
	CONNECTICUT.									
5001	Norwich, Conn., and Worcester, Mass.	New York and New England R. R.	59.68	24.83	5,868.33		5,868.33	98.33		

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	CONNECTICUT—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
5002	New Britain and Berlin Junction (n. o).	New York, New Haven and Hartford R. R.	3.00	18	128.25	.....	128.25	42.75	.....	
5003	Middletown and Berlin Depot (n. o).	.....do	10.99	24	498.06	.....	498.06	45.32	.....	
5004	New Haven and New London	.....do	51.78	84	13,326.10	2,589.00	15,915.10	257.36	50.00	
5005	New York, N. Y., and Springfield, Mass.	.....do	136.06	80.36	109,885.28	29,508.50	139,393.78	807.98	240.00 190.00	For 73.37 miles to New Haven. For 62.69 miles residue.
5006	Waterbury and Watertown	.....do	6.15	12	273.42	.....	273.42	44.46	.....	
5007	Boston, Mass., and Hopewell Junction, N. Y.	New York and New England R. R.	214.94	17.81	36,754.74	.....	36,754.74	171.00	.....	
5008	Vernon and Melrose.....	.....do	13.15	11.06	562.16	.....	562.16	42.75	.....	
5009	New Canaan and Stamford.....	New York, New Haven and Hartford R. R.	8.25	24	366.79	.....	366.79	44.46	.....	
5010	New Haven, Conn., and Williamsburgh, Mass.	New Haven and Northampton Company.	85.52	19.08	9,213.06	.....	9,213.06	107.73	.....	
5011	Bridgeport and Winsted.....	New York, New Haven and Hartford R. R.	62.29	21.63	7,562.62	.....	7,562.62	121.41	.....	
5012	Bridgeport, Conn., and Pittsfield, Mass.	Housatonic R. R.....	110.55	12.84	12,382.70	.....	12,382.70	112.01	.....	
5013	South Norwalk and Danbury.....	Danbury and Norwalk R. R ..	23.60	31	2,441.65	.....	2,441.65	103.46	.....	
5014	New Haven and Willimantic.....	New York, New Haven and Hartford R. R.	54.66	15.84	8,181.76	.....	8,181.76	148.77	.....	
5015	Hartford and Saybrook Point.....	.....do	46.09	19.65	5,950.67	.....	5,950.67	129.11	.....	
5016	Hartford, Conn., and Springfield, Mass.	New York and New England R. R.	32.60	12	2,090.63	.....	2,090.63	64.13	.....	
5017	New Haven and Ansonia	New Haven and Derby R. R..	13.27	24	884.97	.....	884.97	66.69	.....	
5018	Hartford, Conn., and Rhinecliff, N. Y.	Hartford and Connecticut Western R. R.	110.75	13	9,943.13	.....	9,943.13	89.78	.....	
5019	Litchfield and Hawleyville	Shepaug, Litchfield and Northern R. R.	32.98	12	1,635.47	.....	1,635.47	49.59	.....	
5020	Turnerville and Colchester.....	New York, New Haven and Hartford R. R.	4.20	18	179.55	.....	179.55	42.75	.....	
5021	Farmington Station (n. o.) and New Hartford.	New Haven and Northampton Company.	14.37	18	810.89	.....	810.89	56.43	.....	

5022	Danbury and Brookfield Junction (n. o.).	Housatonic R. R.	6.80	18	269.32		269.32	42.75		
5023	Branchville and Ridgefield	Danbury and Norwalk R. R.	4.36	18	186.39		186.39	42.75		
5024	Bethel and Hawleyville	do	6.68	6	291.11		291.11	47.88		
5025	Windsor Locks and Suffield	New York, New Haven and Hartford R. R.	4.90	24	209.47		209.47	42.75		
			1,116.46		229,846.58	32,097.50	261,944.03			
	NEW YORK.									
6001	New York and Dunkirk	New York, Lake Erie and Western R. R.	459.55	29.86	114,840.63	31,628.40	145,969.03	248.81	80.00 40.00	For 331.16 miles to Hornellsville. For 128.39 miles residue.
6002	Tallman and Sparkill	do	13.11	7.17	560.45		560.45	42.75		
6003	Buffalo and Suspension Bridge	do	25.69	22	2,767.58		2,767.58	107.73		
6004	Newburgh and Greycourt	do	19.09	20.93	1,387.46		1,387.46	72.68		
6005	Rochester and Corning	do	94.97	25	11,043.11		11,043.11	116.28		
6006	Dansville and Attica	do	65.18	12.70	5,740.40		5,740.40	88.07		
6007	Dresden and Penn Yan	Fall Brook Coal Company	6.28	12	268.47		268.47	42.75		
6008	Buffalo and Hornellsville	New York, Lake Erie and Western R. R.	92.35	28.14	16,502.94		16,502.94	178.70		
6009	Goshen and Montgomery	do	10.65	12	701.19		701.19	65.84		
6010	Goshen and Pine Island	do	12.09	12	516.84		516.84	42.75		
6011	New York and Buffalo	New York Central and Hudson River R. R.	442.00	90.23	523,783.26	184,040.00	707,823.26	1,185.03	430.00 390.00	For 291.50 miles to Syracuse. For 150.50 miles residue.
6012	Troy and Schenectady	do	22.12	18	1,645.50		1,645.50	74.39		
6013	Syracuse and Rochester	do	104.00	26.60	16,806.40	4,160.00	20,966.40	161.60	40.00	
6014	Canandaigua and Tonawanda	do	86.62	6	3,925.61		3,925.61	45.32		
6015	Tonawanda and Lockport Junction (n. o.).	do	12.86	24	1,046.27		1,046.27	84.65		
6016	Buffalo and Lewiston	do	29.48	62.50	6,276.29		6,276.29	212.90		
6017	New York (155th street) and Brewster.	The New York and Northern Rwy.	54.62	6	3,035.77		3,035.77	55.58		
6018	Rochester and Niagara Falls	New York Central and Hudson River R. R.	76.33	29.50	11,747.18		11,747.18	153.90		
6019	Dunkirk, N. Y., and Titusville, Pa.	Dunkirk, Allegheny Valley and Pittsburgh R. R.	91.28	12	6,243.55		6,243.55	68.40		
6020	Albany Junction (n. o.) and Troy	Delaware and Hudson Canal Company.	5.81	30	536.49		536.49	92.34		
6021	Vacant.									
6022	New York and Chatham	New York Central and Hudson River R. R.	136.98	18.12	13,775.16		13,775.16	105.17		
6023	Golden's Bridge and Mahopac	do	7.50	6	320.62		320.62	42.75		
6024	Eagle Bridge, N. Y., and Rutland, Vt.	Delaware and Hudson Canal Company.	62.88	13.67	5,053.66		5,053.66	80.37		
6025	Schenectady and Ballston	do	15.20	21	649.80		649.80	42.75		
6026	Albany and Mooers	do	188.75	18.87	31,953.48		31,953.48	169.29		
6027	Cobleskill and Cherry Valley	do	22.86	12	996.92		996.92	43.61		
6028	Albany and Binghamton	do	143.22	22.79	18,491.13		18,491.13	129.11		
6029	Pittsburgh and Au Sable Forks	do	23.52	6	1,005.48		1,005.48	42.75		
6030	Quaker Street and Schenectady	do	15.46	18	660.91		660.91	42.75		

C.—*Railroad service as in operation on the 30th of June, 1889*—Continued.

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	NEW YORK—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
6031	Nineveh Junction (n. o.), N. Y., and Jefferson Junction (n. o.), Pa.	Delaware and Hudson Canal Company.	21.70	6	1,001.88	.....	1,001.88	46.17	.....	
6032	Fort Edward and Lake George	do	15.95	19.23	1,077.42	.....	1,077.42	67.55	.....	
6033	West Chazy and Rouse's Point	do	14.78	12	2,236.80	.....	2,236.80	151.34	.....	
6034	Oswego and Richland	Rome, Watertown and Ogdensburg R. R.	29.02	20.33	2,530.83	.....	2,530.83	87.21	.....	
6035	Watertown and Cape Vincent	do	25.77	12	1,388.22	.....	1,388.22	53.87	.....	
6036	Rome and Ogdensburgh	do	142.27	19.31	18,732.69	.....	18,732.69	131.67	.....	
6037	Syracuse and Pulaski	do	38.61	15	2,806.17	.....	2,806.17	72.68	.....	
6038	Oswego and Suspension Bridge	do	151.13	12	14,213.77	.....	14,213.77	94.05	.....	
6039	Watertown and Sackett's Harbor	Utica and Black River R. R.	12.52	12	535.23	.....	535.23	42.75	.....	
6040	Chenango Forks and Norwich	Delaware, Lackawanna and Western R. R.	30.31	12.50	2,617.57	.....	2,617.57	86.36	.....	
6041	Utica and Norwich	do	53.99	25.62	5,170.08	.....	5,170.08	95.76	.....	
6042	Owego and Ithaca	do	35.11	12	2,401.52	.....	2,401.52	68.40	.....	
6043	Richfield Junction (n. o) and Richfield Springs.	do	22.06	15	1,414.70	.....	1,414.70	64.13	.....	
6044	Mineola and Locust Valley	Long Island R. R	11.57	12	524.35	.....	524.35	45.32	.....	
6045	Long Island City and Greenport	do	95.23	21.99	10,503.86	.....	10,503.86	110.30	.....	
6046	Hicksville and Echo	do	32.70	12	2,376.63	.....	2,376.63	72.68	.....	
6047	Conesus Lake Junction (n. o.) and Lakeville.	Conesus Lake R. R	1.90	12	81.22	.....	81.22	42.75	.....	
6048	Oswego and Cornwall Station (n. o.)	New York, Ontario and Western Rwy.	274.20	11	19,693.04	.....	19,693.04	71.82	.....	
6049	Wellsville, N. Y., and Eldred, Pa.	Bradford, Eldred and Cuba R. R.	33.18	6	1,758.87	.....	1,758.87	53.01	.....	
6050	Walton and Delhi	New York, Ontario and Western Rwy.	17.29	9	783.58	.....	783.58	45.32	.....	
6051	Clinton and Rome	do	13.19	12	563.87	.....	563.87	42.75	.....	
6052	Moira and Brandon	Northern Adirondack R. R	34.81	12	531.38	.....	531.38	42.75	.....	
6053	Rouse's Point and Ogdensburgh	Ogdensburgh and Lake Champlain R. R.	119.16	12	12,124.53	.....	12,124.53	101.75	.....	Pay not fixed on 22.3 miles.
6054	Chatham, N. Y., and Bennington, Vt	Lebanon Springs R. R	57.60	13.85	3,053.37	.....	3,053.37	53.01	.....	
6055	Schoharie and Middleburgh	Middleburgh and Schoharie R. R.	5.95	18	254.36	.....	254.36	42.75	.....	

[illegible]	[illegible]	[illegible] ern Rwy.	121.37	12.34	12,867.64	.....	12,867.64	106.02	.....
6058	Buffalo, N. Y., and Emporium, Pa...	Buffalo, New York and Philadelphia R. R.	40.69	17.15	1,739.49	.....	1,739.49	42.75	.....
6059	Olean and Angelica.....	Lackawanna and Pittsburgh R. R.	5.18	21	243.61	.....	243.61	47.03	.....
6060	Skaneateles Junction (n. o.) and Skaneateles.	Skaneateles R. R	94.12	19	9,254.81	.....	9,254.81	98.33	.....
6061	Buffalo, N. Y., and Corry, Pa.....	Buffalo, New York and Philadelphia R. R.	9.78	27	1,003.42	.....	1,003.42	102.60	.....
6062	New York (foot Whitehall street) and Mariner's Harbor.	Staten Island Rapid Transit R. R.	69.99	18	9,335.26	.....	9,335.26	133.38	.....
6063	Canandaigua and Elmira.....	Northern Central Rwy	35.62	19.94	4,781.62	.....	4,781.62	134.24	.....
6064	Syracuse and Oswego.....	Delaware, Lackawanna and Western R. R.	80.30	19.88	9,886.53	.....	9,886.53	123.12	.....
6065	Syracuse and Binghamton	Syracuse, Binghamton and New York R. R.	1.71	12.5	236.85	.....	236.85	138.51	.....
6066	Rouse's Point and Canada Line (n. o.).	Champlain and St. Lawrence R. R.	48.15	27.42	9,180.76	.....	9,180.76	190.67	.....
6067	Troy, N. Y., and North Adams, Mass.	Fitchburg R. R	15.28	18.75	770.87	.....	770.87	50.45	.....
6068	St. George (n. o.) and Tottenville ...	Staten Island Rapid Transit R. R.	17.96	18	767.79	.....	767.79	42.75	.....
6069	Hudson and Chatham.....	Boston and Albany R. R.....	7.31	15	312.50	.....	312.50	42.75	.....
6070	Silver Springs and Perry.....	Silver Lake Rwy	44.30	18	2,348.34	.....	2,348.34	53.01	.....
6071	Syracuse and Earlville.....	Syracuse, Ontario and New York Rwy.	92.58	10.77	7,282.34	.....	7,282.34	78.66	.....
6072	Lyons, N. Y., and Sayre, Pa	Geneva, Ithaca and Sayre R. R.	78.36	12	7,369.75	.....	7,369.75	94.05	.....
6073	Rondout and Hobart.....	Ulster and Delaware R. R.....	12.60	21.48	571.03	.....	571.03	45.32	.....
6074	Vail's Gate Junction (n. o.) and Newburgh Junction (n. o).	New York, Lake Erie and Western R. R.	70.91	7.21	5,820.29	.....	5,820.29	82.08	.....
6075	Elmira and Cortland.....	Elmira, Cortland and Northern R. R.	39.46	6	1,686.91	.....	1,686.91	42.75	.....
6076	Freeville and Auburn	Ithaca, Auburn and Western Rwy.	13.02	12	556.60	.....	556.60	42.75	.....
6077	Saratoga Springs and Schuylersville.	Boston, Hoosac Tunnel and Western Rwy.	24.70	6	1,055.92	.....	1,055.92	42.75	.....
6078	Port Jervis and Monticello	Port Jervis, Monticello and New York R. R.	38.11	6	1,629.20	.....	1,629.20	42.75	.....
6079	Poughkeepsie and Boston Corner...	Poughkeepsie, Hartford and Boston R. R.	49.27	10.23	4,044.08	.....	4,044.08	82.08	.....
6080	Canastota and Cortland.....	Elmira, Cortland and Northern R. R.	27.03	14.23	2,056.98	.....	2,056.98	76.10	.....
6081	Fonda and Northville.....	Fonda, Johnstown and Gloversville R. R.	15.34	18	655.78	.....	655.78	42.75	.....
6082	Johnsonville and Greenwich.....	Greenwich and Johnsonville Rwy.	34.12	6	2,013.08	.....	2,013.08	59.00	.....
6083	Montgomery and Kingston	Wallkill Valley R. R.....	118.11	17.28	8,786.20	.....	8,786.20	74.39	.....
6084	Sayre, Pa., and North Fair Haven, N. Y.	Southern Central R. R.....							

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	NEW YORK—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
6085	Dutchess Junction and Millerton...	Newburgh, Dutchess and Connecticut R. R.	57.90	6.4	3,520.57	.....	3,520.57	60.71	.....	
6086	Cooperstown and Cooperstown Junction (n. o.).	Cooperstown and Susquehanna Valley R. R.	16.5	27.4	931.09	.....	931.09	56.48	.....	
6087	Utica and Watertown	Utica and Black River R. R...	91.77	27.68	13,024.91	.....	13,024.91	141.93	.....	
6088	Carthage and Ogdensburgh.....	.....do	60.77	12	6,338.91	.....	6,338.91	104.31	.....	
6089	Cayuga and Ithaca	Geneva, Ithaca and Sayre R. R.	38.97	6	2,232.59	.....	2,232.59	57.29	.....	
6090	Sodus Point and Stanley.....	Northern Central Rwy	33.5	10.47	1,432.12	.....	1,432.12	42.75	.....	
6091	Buffalo and Jamestown.....	New York, Lake Erie and Western R. R.	69.24	13.6	5,150.76	.....	5,150.76	74.39	.....	
6092	Middletown and Pine Bush.....	.....do	13.74	6	587.38	.....	587.38	42.75	.....	
6093	Long Island City and Sag Harbor..	Long Island R. R.....	100.15	17.93	9,076.59	.....	9,076.59	90.63	.....	
6094	Long Island City and Whitestone ..	.....do	11.36	34.68	757.59	.....	757.59	66.69	.....	
6095	Saratoga Springs and North Creek..	Adirondack Rwy	58.72	6	4,518.50	.....	4,518.50	76.95	.....	
6096	Bath and Hammondsport.....	Bath and Hammondsport R. R. (Allen Wood, lessee).	9.4	18	442.08	.....	442.08	47.03	.....	
6097	Silver Lake Junction (n. o.) and Silver Springs.	Buffalo, Rochester and Pittsburgh R. R.	1.14	15	54.58	.....	54.58	47.88	.....	
6098	Whitehall and Castleton	Delaware and Hudson Canal Company.	14.35	15.5	1,177.84	.....	1,177.84	82.08	.....	
6099	Crown Point and Hammondville....	Crown Point Iron Co.'s R. R..	11.95	6	510.86	.....	510.86	42.75	.....	
6100	Valley Stream and Far Rockaway..	Long Island R. R.	5.25	12	224.43	.....	224.43	42.75	.....	
6101	Sidney and Edmeston	New York, Ontario and Western Rwy.	32.16	6	1,072.17	.....	1,072.17	42.75	.....	
6102	Rochester and Salamanca.....	Rochester and Pittsburgh R. R.	109.23	18	7,752.05	.....	7,752.05	70.97	.....	Pay not fixed on 7.08 miles.
6103	Corning and Geneva.....	Fall Brook Coal Company	57.76	10.73	5,086.92	.....	5,086.92	88.07	.....	
6104	New City and Nanuet Junction (n. o.).	New Jersey and New York R. R.	4.59	12	196.22	.....	196.22	42.75	.....	
6105	Plattsburgh and Lyon Mountain ...	Chateaugay R. R	34.67	12	1,482.14	.....	1,482.14	42.75	.....	
6106	Albany and Troy	New York Central and Hudson River R. R.	7.5	66	1,410.75	.....	1,410.75	188.10	.....	
6107	Mechanicsville and Reynolds	Boston, Hoosac Tunnel and Western Rwy.	4.88	12	425.59	.....	425.59	7.21	.....	
6108	Vacant.									

road mail service in operation June 30, 1889.

under which the route is numbered, though the route may extend into other States.]

Length of routes and annual rate of expenditure in each class of service.		Number of miles traveled per annum.				Total annual rate of expenditure.
Railroad.						
Annual rate of expenditure for railway post-office cars.	Total annual rate of expenditure for railroad service.	Star service.	Steam-boat service.	Railroad service.	Total.	
Dollars.	*Dollars.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Dollars.*
16,671.50	160,374.31	3,037,765.88	92,116.96	1,558,095.55	3,687,978.39	259,812.29
2,651.00	88,294.55	710,138	35,438	1,448,998.32	2,194,574.32	126,982.51
7,233.00	112,880.05	891,959.64	.....	1,453,011.53	2,344,971.17	153,063.86
48,485.00	416,624.90	1,014,017.68	69,805.67	6,174,966.66	7,258,790.01	539,477.97
3,090.00	83,050.47	163,349.32	56,922.67	685,302.19	905,574.18	57,528.67
32,097.50	261,944.03	616,598.32	.....	3,001,925.05	3,618,523.37	296,134.35
219,828.40	1,354,391.80	4,836,440.37	102,687.36	14,609,602.52	19,548,830.25	1,763,546.12
38,628.25	302,496.25	622,832.08	.....	4,552,552.33	5,175,384.41	339,364.51
92,071.50	933,440.08	5,068,678.96	.....	11,235,525.89	16,304,204.85	1,220,162.74
.....	28,813.76	138,309.60	.....	371,608.70	509,918.30	37,127.98
65,310.85	390,595.28	1,440,580.88	400,187.67	3,551,982.15	5,392,750.70	493,826.45
75,907.20	488,777.45	4,180,319.93	312,990	4,318,084.33	8,811,394.26	704,086.04
8,360.00	94,521.42	2,088,516.25	.....	1,251,006.71	3,340,582.96	189,718.20
12,949.60	209,779.80	3,745,907.01	143,000	1,874,108.58	5,763,075.59	370,385.01
21,399.60	200,239.00	1,387,496.24	47,246	2,294,923.43	3,729,665.67	267,457.43
60,190.60	540,469.04	2,297,250.40	29,952	5,863,613.18	8,190,815.58	647,802.48
.....	152,741.13	915,556	305,552	2,222,481.35	3,443,589.35	291,524.06
32,286.50	322,164.59	2,912,318.96	135,354.25	3,566,772.41	6,614,445.62	467,845.72
21,410.80	316,051.76	2,140,473.44	64,012	3,108,997.52	5,313,482.96	427,248.63
15,183.25	173,961.85	3,275,191.64	.....	1,842,137.89	5,117,329.53	312,945.33
42,794.40	430,761.55	3,160,033.45	284,388	4,509,344.52	7,953,765.97	596,522.82
439,210.65	2,791,846.04	3,152,725.82	.....	20,008,147.08	23,160,872.90	2,964,654.64½
108,900.30	896,570.80	2,008,840.84	.....	8,739,627.07	10,748,467.91	991,856.45
198,565.40	1,504,474.44	1,996,255	.....	14,280,897.14	16,277,152.14	1,633,383.42
25,433.90	648,406.89	1,939,799.85	61,178	7,622,221.12	9,623,198.97	769,676.19
73,316.60	680,159.44	1,834,354.52	.....	7,124,020.43	8,958,374.95	781,100.87
45,541.50	904,370.66	1,255,938.19	.....	7,504,165.51	8,760,103.70	982,553.82
95,802.40	1,020,936.53	1,729,808.72	.....	9,729,983.85	11,459,792.57	1,109,451.72
153,481.45	1,242,111.36	4,035,841.85	53,976	10,024,892.89	14,114,710.74	1,444,235.42
.....	85,992.69	2,430,453.44	213,356	1,145,650.19	3,798,459.63	252,564.99
.....	119,104.77	1,292,019.72	189,479.68	1,320,337.46	2,801,836.86	235,459.78
.....	740,774.55	4,885,746.96	12,168	7,166,018.62	12,063,933.58	1,000,425.29
.....	26,695.98	678,122.64	.....	386,901.74	1,065,024.38	63,158.37
74,292.20	884,275.73	2,421,979	.....	8,378,531.75	10,800,510.75	994,073.82
94,723.95	998,686.22	1,637,703.79	.....	5,545,402.85	7,183,196.64	1,087,762.85
.....	213,765.04	1,786,370.04	.....	2,184,689.95	3,971,019.99	331,387.44
.....	24,262.21	1,121,635.50	.....	297,964.17	1,419,599.67	121,721.75
.....	97,636.84	810,081	.....	506,044.28	1,316,125.28	171,361.83
8,702.25	319,686.33	1,278,800.55	.....	3,051,020.99	4,329,911.54	460,466.66
.....	106,199.24	875,130.50	.....	858,573.64	1,733,704.14	180,598.31
.....	87,770.61	795,587	.....	501,893.90	1,297,480.90	176,399.04
.....	113,463.84	715,285.76	.....	879,080.52	1,594,366.28	166,271.50
.....	11,745.91	956,770.08	.....	129,326.90	1,086,097.58	108,062.48
.....	150,273.50	680,583.12	301,028	1,041,612.94	2,032,224.06	265,946.86
.....	149,216.22	1,728,660.50	84,552	974,680.81	2,787,893.31	311,894.12
.....	35,998.11	803,956	.....	300,220.00	1,104,176	123,423.54
58,088.00	732,607.28	3,257,335.66	124,384	4,395,422.47	7,777,142.13	1,004,717.30
.....	.....	4,940	50,400	.....	55,340	18,861.25
2,198,517.55	21,689,613.33	89,777,600.70	3,170,274.26	204,192,489.08	297,140,364.04	27,314,032.88½
.....	.....	.....	.....	.....	.....	949,188.85
.....	.....	.....	.....	.....	.....	5,268,600.00
.....	.....	.....	.....	.....	.....	196,630.83⅞
.....	.....	.....	.....	.....	.....	295,655.38
.....	.....	.....	.....	.....	.....	34,024,107.94¾

C.—*Railroad service as in operation on the 30th of June, 1889*

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	MAINE.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Boundary Line (n. o.) and Presque Isle.	New Brunswick Rwy	30.51	12	1,408.64		1,408.64	46.17		
2	Newport and Dexter	Maine Central R. R	14.92	12	752.71		752.71	50.45		
3	Farmington and Brunswick	do	67.65	10.43	5,379.52		5,379.52	79.52		
4	Belfast and Burnham Village	do	33.29	12	2,277.03		2,277.03	68.40		
5	Portland and Skowhegan	do	102.93	11.19	11,088.64		11,088.64	107.73		
6	Portland and Bangor	do	138.00	19.09	38,464.74	13,800.00	52,264.74	278.73	100.00	
7	Portland, Me., and Norton Mills, Vt.	Grand Trunk Rwy. Company of Canada.	165.73	11.16	20,971.47		20,971.47	126.54		
8	Portland, Me., and Rochester, N. H.	Portland and Rochester R. R.	55.00	15	6,912.95		6,912.95	125.69		
9	Milo Junction (n. o.) and Katahdin Iron Works.	Bangor and Piscataquis R. R.	18.90	6	807.97		807.97	42.75		
10	Portland, Me., and Fabyan House, N. H.	Maine Central R. R	89.99	18.69	8,848.71		8,848.71	98.33		
11	Brunswick and Bath	do	9.17	28	1,262.34		1,262.34	137.66		
12	Bangor and Vanceborough	do	114.86	12	21,507.53	2,871.50	24,379.03	187.25	25.00	
13	Bangor and Bucksport	do	20.55	12	1,458.43		1,458.43	70.97		
14	Oldtown and Greenville	Bangor and Piscataquis R. R.	78.07	6	5,278.62		5,278.62	67.55		
15	Woolwich and Rockland	Knox and Lincoln R. R	49.11	12	5,374.59		5,374.59	109.44		
16	Houlton and New Brunswick Line (n. o.).	New Brunswick Rwy	4.00	12	198.36		198.36	49.59		
17	Calais and Princeton	St. Croix and Penobscot R. R.	21.28	6	909.72		909.72	42.75		
18	Oakland and Embden	Somerset Rwy	31.70	6	1,817.62		1,817.62	55.58		5.93 miles, North Anson to Embden, at $64.98 per mile.
19	Mechanic Falls and Gilbertville	Rumford Falls and Buckfield R. R.	27.45	17.57	1,525.67		1,525.67	55.58		
20	Farmington and Phillips	Sandy River R. R	18.25	12	780.18		780.18	42.75		
21	Lewiston and South Auburn	Grand Trunk Rwy. Company of Canada.	5.97	9	255.21		255.21	42.75		
22	Bridgton Junction (n. o.) and Bridgton.	Bridgton and Saco River R. R.	16.30	12	724.69		724.69	44.46		
23	Monson Junction (n. o.) and Monson.	Monson R. R	6.16	12	263.34		263.34	42.75		
24	Bangor and Bar Harbor	Maine Central R. R	50.45	6	3,623.31		3,623.31	71.82		
25	Strong Station (n. o.) and Kingfield.	Franklin and Megantic R. R.	15.19	6	649.37		649.37	42.75		

26	Hartland and Pittsfield	Sebasticook and Moosehead R. R.	8.58	12	366.79		366.79	42.75			
27	Kennebunk Port and Kennebunk Station (n. o.).	Boston and Maine R. R	4.67	24	247.55		247.55	53.01			
28	Kittery Junction (n. o.) and York Beach.	York Harbor and Beach R. R.	11.33	12	552.11		552.11	48.73			
			1,210.01		148,702.81	16,671.50	160,374.31				
	NEW HAMPSHIRE.										
1001	Concord and Nashua	Concord R. R. Corporation	36.28	40.90	8,809.50	907.00	9,716.50	242.82	25.00		
1002	Concord and Portsmouth	do	59.16	10.14	4,653.52		4,653.52	78.66			
1003	Manchester and North Weare	do	19.95	12	852.86		852.86	42.75			
1004	Hookset and Pittsfield	do	20.35	12	1,113.55		1,113.55	54.72			
1005	West Stewartstown and Coos	Upper Coos R. R.	21.23	12	925.62		925.62	43.60			
1006	Groveton Junction (n. o.) and Concord.	Boston and Lowell R. R. Corporation.	145.88	29.30	21,329.11		21,329.11	146.21			
1007	Fabyan House, N. H., and South Lunenburgh, Vt.	do	24.26	18.01	1,700.86		1,700.86	70.11			
1008	Concord, N. H., and White River Junction, Vt.	do	69.76	23.22	13,062.56	1,744.00	14,806.56	137.25	25.00		
1009	Concord and Claremont Junction (n. o.).	do	56.92	12.20	3,455.61		3,455.61	60.71			
1010	Contoocook and Peterborough	do	32.72	16.66	1,650.72		1,650.72	50.45			
1011	Nashua and Keene	do	55.81	13.66	4,771.75		4,771.75	85.50			
1012	Rochester, N. H., and Worcester, Mass.	Worcester, Nashua and Rochester R. R.	95.04	11.93	12,270.61		12,270.61	129.11			
1013	Dover and Alton Bay	Boston and Maine R. R	28.42	15.85	1,822.57		1,822.57	64.13			
1014	Conway Junction (n. o.), Me., and North Conway, N. H.	do	71.81	8.53	6,262.55		6,262.55	87.21			
1015	Wolfboro Junction and Wolfborough.	do	12.14	12	518.98		518.98	42.75			
1016	Portsmouth and Dover	do	11.62	16.69	496.75		496.75	42.75			
1017	Vacant.										
1018	Whitefield Junction (n. o.) and Meadows.	Whitefield and Jefferson R. R.	8.50	6	363.37		363.37	42.75			
1019	Vacant.										
1020	Franklin and Bristol	Boston and Lowell R. R. Corporation.	13.13	6	561.30		561.30	42.75			
1021	Rollingsford (n. o.) and Great Falls.	Boston and Maine R. R	2.68	24	121.45		121.45	45.32			
1022	Plymouth and North Woodstock	Boston and Lowell R. R. Corporation.	21.06	8.13	900.31		900.31	42.75			
			806.72		85,643.55	2,651.00	88,294.55				
	VERMONT.										
2001	Readsboro, Vt., and Hoosac Tunnel Station (n. o.), Mass.	Hoosac Tunnel and Wilmington R. R.	11.30	6	483.07		483.07	42.75			
2002	Windsor, Vt., and Rouse's Point, N. Y.	Central Vermont R. R	158.77	20.56	27,829.20	3,365.75	31,194.95	175.28	25.00	R. P. O., 134.63 miles, Windsor and St. Albans.	
2003	Bellows Falls and Essex Junction	do	127.97	18.20	20,132.24		20,132.24	157.32			
2004	Bellows Falls and Windsor	Sullivan County R. R	25.50	21	4,295.22	637.50	4,932.72	168.44	25.00		

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	NEW JERSEY—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
7054	Whiting and Bayhead Junction (n. o.).	Pennsylvania R. R.	28.89	8.62	1,235.04	.....	1,235.04	42.75	.....	
7055	Rutherford Junction (n. o.) and Ridgewood Junction (n. o.).	New York, Lake Erie and Western R. R.	9.98	12.50	1,365.26	.....	1,365.26	136.80	.....	
7056	Barnegat City and Barnegat City Junction (n. o.).	Pennsylvania R. R.	8.94	12	382.18	.....	382.18	42.75	.....	
7057	Manumuskin and Heislerville	West Jersey R. R.	9.10	10.21	389.02	.....	389.02	42.75	.....	
7058	Kays, N. J., and Stroudsburgh, Pa	New York, Susquehanna and Western R. R.	47.85	6	2,045.58	.....	2,045.58	42.75	.....	
7059	Delaware and Columbia Junction (n. o.).	do	3.16	6	135.09	.....	135.09	42.75	.....	
7060	Sea Isle Junction (n. o.) and Ocean City.	West Jersey R. R.	15.76	12	217.17	.....	217.17	42.75	.....	Pay not fixed on 10.68 miles.
7061	Anglesea Junction (n. o.) and Anglesea.	do	5.25	12	224.43	.....	224.43	42.75	.....	
7062	Anglesea and Holly Beach	do	3.27	6	.....	.....	.....	.....	.....	Pay not fixed.
7063	Whiting and Birmingham	Pennsylvania R. R.	18.75	12	801.56	.....	801.56	42.75	.....	
7064	Ewansville (n. o.) and Vincentown	do	3.04	12	129.96	.....	129.96	42.75	.....	
7065	Hightstown and Pemberton	Union Transportation Co	25.89	6	.....	.....	.....	.....	.....	Pay not fixed. Formerly part of route No. 7006.
7066	Vacant.									
7067	New Germantown and White House Station.	Rockaway Valley R. R.	4.72	12	201.78	.....	201.78	42.75	.....	
			1,737.61		263,868.00	38,628.25	302,496.25			
	PENNSYLVANIA.									
8001	Philadelphia and Pittsburgh	Pennsylvania R. R.	352.90	70.13	337,120.71	97,047.50	434,168.21	1,096.97	275.00	
8002	Philadelphia and Pottsville	Philadelphia and Reading R. R.	93.1	85.85	13,850.48	.....	13,850.48	148.77	.....	
8003	Philadelphia and West Chester	Philadelphia, Wilmington and Baltimore R. R.	27.81	35.41	3,376.41	.....	3,376.41	121.41	.....	
8004	Philadelphia and Bethlehem	Philadelphia and Reading R. R.	56.61	46.88	9,625.87	.....	9,625.87	171.86	.....	
8005	Philadelphia and Norristown	do	16.21	18	1,053.32	.....	1,053.32	64.98	.....	
8006	Sunbury and Williamsport	Pennsylvania R. R.	40.96	24.50	7,949.92	1,024.00	8,973.92	194.09	25.00	
8007	Bridgeport and Exton	Philadelphia and Reading R. R.	10.93	7.32	723.75	.....	723.75	42.75	.....	

8009	Honesdale and Lackawaxen	Baltimore R. R., New York, Lake Erie and Western R. R.	205.57	28.49	30,562.64	3,505.63	2,505.63	54.72	
8010	Easton, Pa., and Waverly, N. Y.	Lehigh Valley R. R.	45.79	15					
8011	Penn Haven Junction (n. o.) and Mount Carmel.	do	8.53	6	364.23		364.23	42.75	
8012	Hazel Creek Bridge (n. o) and Audenried.	do	78.06	10.37	5,139.47		5,139.47	65.84	
8013	Pottsville and Herndon	Philadelphia and Reading R. R.	122.07	9.3	6,679.67		6,679.67	54.72	
8014	Port Clinton and Williamsport	do	44.41	6	2,012.66		2,012.66	45.32	
8015	Sunbury and Sugarloaf	Pennsylvania R. R	23.6	20.88	1,654.59		1,654.59	70.11	
8016	Penn Haven Junction (n. o.) and Sugarloaf.	Lehigh Valley R. R.	80.48	24	8,394.86		8,394.86	104.31	
8017	Scranton and Northumberland	Delaware, Lackawanna and Western R. R.	17.45	24	1,402.45		1,402.45	80.37	
8018	Scranton and Carbondale	Delaware and Hudson Canal Company.	140.5	22.41	19,220.40		19,220.40	136.80	
8019	Binghamton, N. Y., and Washington, N J.	Delaware, Lackawanna and Western R. R.	64.94	10.55	4,386.69		4,386.69	67.55	
8020	Elmira, N. Y., and Hoytville, Pa.	New York, Lake Erie and Western R. R.	78.81	18	11,253.27		11,253.27	142.79	
8021	Williamsport, Pa., and Elmira, N. Y.	Northern Central Rwy	248.75	13.56	25,310.31		25,310.31	101.75	
8022	Williamsport and Erie	Pennsylvania R. R	27.47	18	1,244.94		1,244.94	45.32	
8023	Sunbury and Mount Carmel	Northern Central Rwy	11.58	26	920.84		920.84	79.52	
8024	Bradford, Pa., and Carrollton, N. Y.	New York, Lake Erie and Western R. R.	95.13	21.31	8,378.09		8,378.09	88.07	
8025	Irvine and Corry	Buffalo, New York and Philadelphia R. R.	5.25	6	224.43		224.43	42.75	
8026	Strasburgh and Leaman Place	Strasburgh R. R., Isaac Phenegar, lessee.	30.98	23.23	2,542.83		2,542.83	82.08	
8027	Lancaster and Middletown	Pennsylvania R. R	59.05	10.82	2,524.38		2,524.38	42.75	
8028	Harrisburg and Auburn	Philadelphia and Reading R. R.	7.65	12	327.03		327.03	42.75	
8029	Stewartstown and New Freedom	Stewartstown R. R.	94.87	23.44	11,924.21		11,924.21	125.69	
8030	Harrisburg, Pa., and Martinsburgh, W. Va.	Cumberland Valley R. R.	39.73	15.53	2,309.90		2,309.90	58.14	
8031	Columbia and Sinking Spring	Reading and Columbia R. R.	69.3	17.52	4,562.71		4,562.71	65.84	
8032	Columbia, Pa., and Frederick, Md.	Pennsylvania R. R	7.23	6	309.08		309.08	42.75	
8033	Berlin Junction (n. o.) and East Berlin.	Berlin Branch R. R.	45.15	12	3,204.29		3,204.29	70.97	
8034	Huntingdon and Mount Dallas Station (n. o.).	Huntingdon and Broad Top Mountain R. R. and Coal Co.	47.48	18	3,613.22		3,613.22	76.10	
8035	Tyrone and Curwensville	Pennsylvania R. R	27.92	16.28	1,599.53		1,599.53	57.29	
8036	Altoona and Henrietta	do	11.59	15	535.11		535.11	46.17	
8037	Cresson and Ebensburgh	do	55.25	12	3,826.61		3,826.61	69.26	
8038	Tyrone and Lockhaven	do	67.84	12	5,104.28		5,104.28	75.24	
8039	Blairsville and Allegheny	do	70.41	22.05	4,695.64		4,695.64	66.69	
8040	Pittsburgh, Pa., and Wheeling, W. Va	Baltimore and Ohio R. R.	132.61	19	18,255.09		18,255.89	137.66	
8041	Pittsburgh and Oil City	Allegheny Valley R. R.	19.25	13.75	1,382.53		1,382.53	71.82	
8042	Branch Junction and Indiana	Pennsylvania R. R.							

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	MASSACHUSETTS—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
3044	South Braintree and Fall River	Old Colony R. R	35.17	33.22	2,766.47		2,766.47	78.66		
3045	Buzzard's Bay and Wood's Holl	do	17.83	12	1,143.43		1,143.43	64.13		
3046	South Braintree and Plymouth	do	26.52	19.21	1,836.77		1,836.77	69.26		
3047	Sterling Junction and Pratt's Junction.	do	4.83	18	260.19		260.19	53.87		
3048	Yarmouth Junction (n. o.) and Hyannis.	do	3.54	12	151.33		151.33	42.75		
3049	South Framingham and Lowell	do	29.44	12	3,574.31		3,574.31	121.41		
3050	Fairhaven and West Wareham	do	15.59	12	786.51		786.51	50.45		
3051	New Bedford and Fitchburg	do	93.64	23.92	9,287.21		9,287.21	99.18		
3052	East Thompson, Conn., and Southbridge, Mass.	New York and New England R. R.	18.00	13.02	846.54		846.54	47.03		
3053	Greenfield and Turner's Falls	Fitchburg R. R	4.87	19.79	216.52		216.52	44.46		
3054	New Bedford and Fall River	Old Colony R. R	14.85	18	634.83		634.83	42.75		
3055	Fitchburg, Mass., and Bellows Falls, Vt.	Cheshire R. R	64.60	18	9,500.07		9,500.07	147.06		
3056	South Vernon Junction (n. o.), Mass., and Keene, N. H.	Connecticut River R. R	23.93	12	1,677.73		1,677.73	70.11		
3057	Worcester and Winchendon	Fitchburg R. R	37.67	16.31	3,382.01		3,382.01	89.78		
3058	Winchendon, Mass., and Peterborough, N. H.	Cheshire R. R	16.58	9.59	708.79		708.79	42.75		
3059	Milford and Bellingham	New York and New England R. R.	4.93	24	210.75		210.75	42.75		
3060	Milford and Ashland	do	11.85	12	506.58		506.58	42.75		
3061	Attleborough and North Attleborough.	Boston and Providence R. R	4.08	18	268.62		268.62	65.84		
3062	Brattleborough, Vt., and New London, Conn.	Central Vermont R. R	121.39	21.69	13,389.31	257.25	13,646.59	110.30	25.00	R. P. O., 10.29 miles, Brattleborough and South Vernon Junction (n. o.).
3063	Lawrence, Mass., and Manchester, N. H.	Manchester and Lawrence R. R.	27.07	18	2,314.48		2,314.48	85.50		
3064	Braintree Junction (n. o.) and Kingston Station (n. o.).	Old Colony R. R	32.20	21.03	1,872.10		1,872.10	58.14		
3065	Atlantic and West Quincy	do	3.67	16	156.89		156.89	42.75		
3066	Spencer and South Spencer (n. o.)	Spencer R. R	2.18	24	95.06		95.06	43.61		

8070	Rookwood and Johnstown	Baltimore and Ohio R. R	45.09	18	2,043.47		2,043.47	45.32		
8071	South Penn Junction (n. o.) and Richmond Furnace.	Cumberland Valley R. R	19.38	9.49	977.72		977.72	50.45		
8072	Mount Dallas Station (n. o.), Pa., and Cumberland, Md.	Pennsylvania R. R	45.29	12	2,594.66		2,594.66	57.29		
8073	Allentown and Harrisburg	Philadelphia and Reading R. R.	90.40	30.58	12,135.29		12,135.29	134.24		
8074	Conshohocken and Flourtown	do	7.19	6	307.37		307.37	42.75		
8075	Lansdale and Doylestown	do	10.71	80	714.24		714.24	66.69		
8076	Redbank Furnace and Driftwood	Allegheny Valley R. R	109.91	10.02	7,424.42		7,424.42	67.55		
8077	Chambersburgh and Waynesborough.	Mont Alto R. R	22.18	12	1,081.05		1,081.05	48.74		
8078	Tunkhannock and Montrose	Montrose Rwy	29.11	6	1,244.45		1,244.45	42.75		
8079	Wilkes-Barre and Scranton	Delaware and Hudson Canal Co.	19.32	12	825.92		825.92	42.75		
8080	Mechanicsburgh and Dillsburgh	Cumberland Valley R. R	8.84	18	415.74		415.74	47.03		
8081	Pittsburgh and West Brownsville	Pennsylvania R. R	54.42	18	4,513.59		4,513.59	82.94		
8082	Valley Junction (n. o.) and Intersection (n. o.).	Western Maryland R. R	7.20	9.36	424.80		424.80	59.00		
8083	Bellefonte and Snow Shoe	Pennsylvania R. R	21.83	12	933.23		933.23	42.75		
8084	Hollidaysburgh and Williamsburgh	do	14.28	12	647.16		647.16	45.32		
8085	Mount Union and Robertsdale	East Broad Top R. R and Coal Co.	30.06	10.39	1,285.06		1,285.06	42.75		
8086	Mount Jewett and Callery	Pittsburgh and Western Rwy	139.11	8.96	7,255.97		7,255.97	52.16		
8087	Bellwood and Irvona	Bell's Gap R. R	25.62	12	1,095.25		1,095.25	42.75		
8088	Alaska (n. o.) and Mount Carmel	Philadelphia and Reading R. R	1.95	12	83.36		83.36	42.75		
8089	Reading and Slatington	do	44.13	6	1,886.55		1,886.55	42.75		
8090	Berlin and Garrett	Baltimore and Ohio R. R	8.43	6	360.38		360.38	42.75		
8091	Larabee and Clermont	Buffalo, New York and Philadelphia R. R.	22.30	8.51	1,067.72		1,067.72	47.88		
8092	York and Peach Bottom	York and Peach Bottom Rwy	40.59	6	2,012.85		2,012.85	49.59		
8093	Lawsonham and Sligo	Allegheny Valley R. R	10.79	6	461.27		461.27	42.75		
8094	Oxford and Peter's Creek	Peach Bottom R. R	19.12	8.35	817.38		817.38	42.75		
8095	Pittsburgh and Castle Shannon	Pittsburgh and Castle Shannon R. R	6.02	6	257.35		257.35	42.75		
8096	Newcastle and Stoneborough	Buffalo, New York and Philadelphia R. R.	35.33	12	1,842.81		1,842.81	52.16		
8097	White Haven and Upper Lehigh	Central R. R. Company of New Jersey.	8.80	12	376.20		376.20	42.75		
8098	Norristown and Lansdale	Stony Creek R. R	10.80	9	461.70		461.70	42.75		
8099	Osceola Mills and Belsena Mills	Pennsylvania R. R	17.00	15	659.78		659.78	44.46		Pay not fixed on 2.16 miles.
8100	Tamaqua and Mauch Chunk	Central R. R. Company of New Jersey.	16.32	15.75	711.71		711.71	43.61		
8101	Wilkes-Barre and Wanamie	do	12.46	6	532.66		532.66	42.75		
8102	Hanover Junction and Gettysburgh	Western Maryland R. R	29.93	16.79	2,124.13		2,124.13	70.97		
8103	Jenkintown, Pa., and Boundbrook, N. J.	Philadelphia and Reading R. R	49.27	15.12	2,443.29		2,443.29	49.59		
8104	Greensburgh and Fairchance	Pennsylvania R. R	44.72	18.09	3,441.20		3,441.20	76.95		
8105	Sheffield and Elulalia	Tionesta Valley R. R	12.73	6	544.20		544.20	42.75		
8106	Millersburg and Williamstown	Northern Central Rwy	21.04	10.26	935.43		935.43	44.46		
8107	Meadville and Linesville	Meadville and Linesville Rwy	21.10	14.34	920.17		920.17	43.61		

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	PENNSYLVANIA—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
8108	Lewistown Junction (n. o.) and Selin's Grove Junction (n. o.).	Pennsylvania R. R	44.60	6.18	1,906.65		1,906.65	42.75		
8109	Abington Station (n.o.) and Breadyville.	Northeast Pennsylvania R. R.	9.83	12	420.23		420.23	42.75		
8110	Hartley Hall and Nordmont	Williamsport and North Branch R. R.	27.16	16.33	1,207.53		1,207.53	44.46		
8111	Manor Station and Claridge	Pennsylvania R. R.	4.31	12	184.25		184.25	42.75		
8112	Jersey Shore and Gazzam	Beech Creek R. R	116.01	6	1,000.00		1,000.00	8.62		
8113	Tyrone and Benore	Pennsylvania R. R.	25.61	12	1,094.82		1,094.82	42.75		
8114	Washington and Waynesburgh	Waynesburgh and Washington. R. R.	29.73	12	1,906.58		1,906.58	64.13		
8115	Bangor Junction (n. o.), Pa., and Brainards, N. J.	Bangor and Portland Rwy.	4.57	24	214.92		214.92	47.03		
8116	Honesdale and Carbondale	Delaware and Hudson Canal Co.	17.48	12	747.27		747.27	42.75		
8117	Philadelphia (Third and Berks streets station) and Newtown.	Philadelphia, Newtown and New York R. R.	23.28	18	1,214.28		1,214.28	52.16		
8118	Latrobe and Ligonier	Ligonier Valley R. R	10.80	12	461.70		461.70	42.75		
8119	Shenandoah and Mahanoy Plane	Philadelphia and Reading R. R.	6.92	15	295.83		295.83	42.75		
8120	Brisbin and Goss Run Junction (n. o.)	Pennsylvania R. R.	1.04	12	44.46		44.46	42.75		
8121	Bradford, Pa., and Olean, N. Y	Buffalo, New York and Philadelphia R. R.	23.68	14.10	1,012.32		1,012.32	42.75		
8122	Summit City and Bradford	do	8.97	6	383.46		383.46	42.75		
8123	Pittsburgh, Pa., and Youngstown, Ohio.	Pittsburgh and Lake Erie R. R.	65.89	26.45	9,906.09		9,906.09	150.48		
8124	Columbia, Pa., and Port Deposit, Md	Pennsylvania R. R	39.62	6	1,727.82		1,727.82	43.61		
8125	Allegheny and New Castle	Pittsburgh and Western Rwy.	61.03	13.45	4,278.81		4,278.81	70.11		
8126	D. and M. Junction (n. o.) and Shippensburgh	Harrisburg and Potomac R. R.	28.82	11.82	1,232.05		1,232.05	42.75		
8127	Montour Junction (n. o.) and Imperial	Montour R. R.	11.00	12	470.25		470.25	42.75		
8128	Portland and Nazareth	Bangor and Portland Rwy.	26.14	13.33	1,117.48		1,117.48	42.75		
8129	Irwin and Blackburn	Penn Gas Coal Co.'s Youghiogheny R. R.	8.53	6	364.65		364.65	42.75		
8130	Daguecahonda and Dagus Mines	Northwestern Mining and Exchange Co.	6.01	12	256.92		256.92	42.75		

[illegible]	[illegible]	R. R.	6.23	12	51.80		160.74	42.75	
8133	Kinsua Junction (n. o.) and Eldred	do	1.20	6	160.74				
8134	Lumber Yard (n. o.) and Ebervale	Lehigh Valley R. R.	3.76	6					
8135	Tunnel and Eckley	do					1,024.83	43.61	
8136	Blossburgh and Morris Run	New York, Lake Erie and Western R. R.	23.50	14.31	1,024.83		264.19	42.75	
8137	Junction and Quarryville	Reading and Columbia R. R.	6.18	6	264.19				
8138	Saxton and Dudley	Huntington and Broad Top Mountain R. R. and Coal Co.	32.42	8.35	1,385.95		1,385.95	42.75	
8139	Lawrenceville and Harrison Valley	Fall Brook Coal Co	3.06	12	130.81		130.81	42.75	
8140	Hollidaysburgh Junction (n. o.) and Newry.	Pennsylvania R. R.			443.74		443.74	42.75	
8141	Broad Ford and Mount Pleasant	Baltimore and Ohio R. R.	10.38	6	826.61		826.61	42.75	
8142	Fall Brook and Blossburgh	Fall Brook Coal Co	7.64	6	231.70		231.70	42.75	
8143	Negley and Verona	Allegheny Valley R. R.	5.42	9	751.11		751.11	42.75	
8144	Port Allegheny and Coudersport	Coudersport and Port Allegany R. R.	17.57	12	142.21		142.21	53.87	
8145	Mercersburgh Junction (n. o.) and Mercersburgh.	Cumberland Valley R. R.	2.64	12	803.70		803.70	42.75	
8146	West Brownsville and Uniontown	Pennsylvania R. R.	18.80	9	274.45		274.45	42.75	
8147	Clarion Junction (n. o.) and Clarion	Pittsburgh and Western Rwy.	6.42	18	447.59		447.59	42.75	
8148	North Clarendon and Cherry Grove	Warren and Farnsworth Valley R. R.	10.47	12	267.18		267.18	42.75	
8149	Lebanon and Cornwall	Cornwall R. R.	6.25	12	6,042.11		6,042.11	76.95	
8150	Williamsport and Stokesdale Junction (n. o).	Fall Brook Coal Co	78.52	12	474.09		474.09	42.75	
8151	Youngwood Station (n. o.) and United	Pennsylvania R. R.	11.09	6	447.59		447.59	42.75	
8152	Branchton and Hillard's	Shenango and Allegheny R. R.	10.47	6	399.71		399.71	42.75	
8153	Sunbury and Lewisburgh	Philadelphia and Reading R. R.	9.35	7.31	725.04		725.04	42.75	
8154	Cornwall and Conewago (n. o.)	Cornwall and Lebanon R. R.	16.96	6	1,578.43		1,578.43	69.26	
8155	Hunter's Run and Gettysburgh	Gettysburg and Harrisburg R. R.	22.79	12	166.89		166.89	54.72	
8156	New Castle Junction (n. o.) and New Castle.	Pittsburgh and Lake Erie R. R.	3.05	29.6	350.55		350.55	42.57	
8157	Springfield Junction (n. o.) and Mines	Pennsylvania R. R.	8.20	6	173.34		173.34	53.01	
8158	Park Place and Mahanoy City	Lehigh Valley R. R.	3.27	9	3,002.27		3,002.27	50.45	
8159	Pittsburgh and New Haven	Pittsburgh and Lake Erie R. R.	59.51	6	780.86		780.86	66.84	
8160	Philadelphia and Chesnut Hill Railroad Station (n. o.).	Pennsylvania R. R.	11.86	37	172.71		172.71	42.75	
8161	Holmesburgh Junction (n. o.) and Bustleton Railroad Station (n, o.).	do	4.04	12	299.25		299.25	42.75	
8162	Springfield Station (n. o.) and St. Peter's.	Wilmington and Northern R. R.	7	12	143.64		143.64	42.75	
8163	Roaring Spring and Ore Hill	Pennsylvania R. R.	3.36	6	1,000.00		1,000.00	23.70	
8164	Warren, Pa., and Salamanca, N. Y.	Buffalo, New York and Philadelphia, R. R.	42.19	6	1,631.32		1,631.32	48.74	
8165	Irvona and Punxsutawney	Bell's Gap R. R.	33.47	12	279.15		279.15	42.75	
8166	Turbotville and Watsontown	Wilkes Barre and Western Rwy.	6.53	6	947.76		947.76	42.75	
8167	Keating and Karthaus	Pennsylvania R. R.	22.17	6					

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	PENNSYLVANIA—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
8168	Coalport and Cresson	Cresson, Clearfield County and New York Short Route R. R.	24.00	6	1,051.65		1,051.65	43.75		
8169	Hazleton and New Boston	Lehigh Valley R. R.	18.06	21.86	849.35		849.35	47.03		
8170	Luzerne and Alderson	Pennsylvania and New York Canal and R. R. Co.	14.06	8.00	601.06		601.06	42.75		
8171	Forest House and Austin	Sinnemahoning Valley R. R.	9.19	6	392.87		392.87	42.75		
8172	Jameson City and Bloomsburgh	Bloomsburg and Sullivan R. R.	20.42	12	884.07		884.07	43.75		Pay not fixed on 9.74 miles.
8173	Silver Brook and Silver Brook Junction (n. o.).	Lehigh Valley R. R.	2.61	6	111.57		111.57	51.30		
8174	Wilkes-Barre and Rock Glen Junction (n. o.).	Pennsylvania R. R.	39.58	15	1,759.72		1,759.72	44.46		
8175	New Boston and Pottsville	do	10.21	6	430.07		430.07	47.03		
8176	Goff and Donohue Station (n. o.)	do	4.29	6						Pay not fixed.
8177	Vacant									
8178	Beech Tree Junction (n. o.) and Beech Tree.	Rochester and Pittsburgh R. R.	2.25	6	115.42		115.42		51.30	
8179	Wampum Junction (n. o.) and Kenwood Junction (n. o.).	Pennsylvania Co	12.50	6						Do.
8180	Rockhill Furnace and McNeal	East Broad Top R. R. and Coal Co.	11.06	6						Do.
8181	Bear Creek and Bear Creek Junction (n. o.).	Lehigh Valley R. R.	5.43	6						Do.
8182	La Jose Station (n. o.) and Hastings.	Pennsylvania R. R.	14.38	6						Do.
			6,299.08		835,368.58	98,071.50	933,440.08			
	DELAWARE.									
9501	Wilmington and Delmar	Philadelphia, Wilmington and Baltimore R. R.	97.12	26.00	14,780.69		14,780.69	152.19		
9502	Delmar, Del., and Crisfield, Md	New York, Philadelphia and Norfolk R. R.	38.29	9	4,118.51		4,118.51	107.73		
9503	Clayton, Del., and Oxford, Md	Philadelphia, Wilmington and Baltimore R. R.	54.70	3.41	3,460.86		3,460.86	63.27		
9504	Georgetown and Lewes	Delaware, Maryland and Virginia R. R.	16.02	6	684.85		684.85	42.75		

6056	Schoharie Junction (n. o.) and Schoharie.	Schoharie Valley R. R	4.80	18	259.11		259.11	55.56	
6057	Utica and Randallsville	New York, Ontario and Western Rwy.	31.30	13.8	2,221.36		2,221.36	70.97	
6058	Buffalo, N. Y., and Emporium, Pa	Buffalo, New York and Philadelphia R. R.	121.37	12.34	12,867.64		12,867.64	106.02	
6059	Olean and Angelica	Lackawanna and Pittsburgh R. R.	40.69	17.15	1,739.49		1,739.49	42.75	
6060	Skaneateles Junction (n. o.) and Skaneateles.	Skaneateles R. R	5.18	21	243.61		243.61	47.03	
6061	Buffalo, N. Y., and Corry, Pa	Buffalo, New York and Philadelphia R. R.	94.12	19	9,254.81		9,254.81	98.33	
6062	New York (foot Whitehall street) and Mariner's Harbor.	Staten Island Rapid Transit R. R.	9.78	27	1,003.42		1,003.42	102.60	
6063	Canandaigua and Elmira	Northern Central Rwy	69.99	18	9,335.26		9,335.26	133.38	
6064	Syracuse and Oswego	Delaware, Lackawanna and Western R. R.	35.62	19.94	4,781.62		4,781.62	134.24	
6065	Syracuse and Binghamton	Syracuse, Binghamton and New York R. R.	80.30	19.88	9,886.53		9,886.53	123.12	
6066	Rouse's Point and Canada Line (n. o.).	Champlain and St. Lawrence R. R.	1.71	12.5	236.85		236.85	138.51	
6067	Troy, N. Y., and North Adams, Mass.	Fitchburg R. R	48.15	27.42	9,180.76		9,180.76	190.67	
6068	St. George (n. o.) and Tottenville	Staten Island Rapid Transit R. R.	15.28	18.75	770.87		770.87	50.45	
6069	Hudson and Chatham	Boston and Albany R. R	17.96	18	767.79		767.79	42.75	
6070	Silver Springs and Perry	Silver Lake Rwy	7.31	15	312.50		312.50	42.75	
6071	Syracuse and Earlville	Syracuse, Ontario and New York Rwy.	44.30	18	2,348.34		2,348.34	53.01	
6072	Lyons, N. Y., and Sayre, Pa	Geneva, Ithaca and Sayre R. R.	92.58	10.77	7,282.34		7,282.34	78.66	
6073	Rondout and Hobart	Ulster and Delaware R. R.	78.36	12	7,369.75		7,369.75	94.05	
6074	Vail's Gate Junction (n. o.) and Newburgh Junction (n. o).	New York, Lake Erie and Western R. R.	12.60	21.48	571.03		571.03	45.32	
6075	Elmira and Cortland	Elmira, Cortland and Northern R. R.	70.91	7.21	5,320.29		5,320.29	82.08	
6076	Freeville and Auburn	Ithaca, Auburn and Western Rwy.	39.46	6	1,686.91		1,686.91	42.75	
6077	Saratoga Springs and Schuylerville.	Boston, Hoosac Tunnel and Western Rwy.	13.02	12	556.60		556.60	42.75	
6078	Port Jervis and Monticello	Port Jervis, Monticello and New York R. R.	24.70	6	1,055.92		1,055.92	42.75	
6079	Poughkeepsie and Boston Corner	Poughkeepsie, Hartford and Boston R. R.	38.11	6	1,629.20		1,629.20	42.75	
6080	Canastota and Cortland	Elmira, Cortland and Northern R. R.	49.27	10.23	4,044.08		4,044.08	82.08	
6081	Fonda and Northville	Fonda, Johnstown and Gloversville R. R.	27.03	14.23	2,056.98		2,056.98	76.10	
6082	Johnsonville and Greenwich	Greenwich and Johnsonville Rwy.	15.34	18	655.78		655.78	42.75	
6083	Montgomery and Kingston	Wallkill Valley R. R	34.12	6	2,013.08		2,013.08	59.00	
6084	Sayre, Pa., and North Fair Haven, N. Y.	Southern Central R. R	118.11	17.28	8,786.20		8,786.20	74.39	

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	MARYLAND—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
10026	St. Agnes Station (n. o.) and Catonsville.	Baltimore and Potomac R. R..	3.98	12	168.00	.....	168.00	42.75	.....	
10027	Philadelphia, Pa., and Baltimore, Md.	Baltimore and Ohio R. R.....	96.00	6	4,104.00	.....	4,104.00	42.75	.....	
10028	Baltimore and Annapolis	Annapolis and Baltimore Short Line R. R.	28.22	9	1,206.40	.....	1,206.40	42.75	.....	
			1,441.69		325,284.43	65,310.85	390,595.28			
	VIRGINIA.									
11001	Washington, D. C., and Richmond, Va.	Richmond, Fredericksburgh and Potomac R. R.	115.90	20	37,557.39	13,908.00	51,465.39	324.05	120.00	
11002	Alexandria and Lynchburgh	Richmond and Danville R. R..	166.40	18,50	57,477.93	19,126.00	76,613.93	345.42	115.00	
11003	Manassas and Strasburgh.....	.....do	62.93	6	4,089.19	.....	4,089.19	64.98	.....	
11004	Alexandria and Round Hill.....	.....do	50.63	12	3,376.51	.....	3,376.51	66.69	.....	
11005	Newport News, Va., and Huntington, W. Va.	Chesapeake and Ohio Rwy....	496.18	19.02	58,970.99	.....	58,970.99	118.85	.....	
11006	Richmond and North Danville.....	Richmond and Danville R. R..	140.71	14	17,445.22	.....	17,445.22	123.98	.....	
11007	Richmond and West Point.....	.....do	33.72	10	2,284.43	.....	2,284.43	68.00	.....	
11008	Richmond and Petersburgh.....	Richmond and Petersburgh R. R.	23.39	32	6,459.61	1,871.20	8,330.81	276.17	80.00	
11009	Petersburgh, Va., and Weldon, N. C.	Petersburgh R. R.....	64.00	17	16,799.36	5,120.00	21,919.36	262.49	80.00	
11010	Petersburgh and City Point	Norfolk and Western R. R....	10.47	6	447.59	.....	447.59	42.75	.....	
11011	Petersburgh and Norfolk.....	.....do	82.18	13	7,799.70	.....	7,799.70	94.91	.....	
11012	Petersburgh and Lynchburgh	.....do	123.70	7	9,780.24	.....	9,780.24	78.66	.....	
11013	Lynchburgh, Va., and Bristol, Tenn.	.....do	204.40	14	37,574.85	10,220.00	47,794.85	183.83	50.00	
11014	Slade Spring and Saltville	.....do	9.65	6	412.53	.....	412.53	42.75	.....	
11015	Portsmouth, Va., and Weldon, N. C.	Seaboard and Roanoke R. R ..	78.98	12	6,550.60	.....	6,550.60	82.94	.....	
11016	Lynchburgh and North Danville...	Richmond and Danville R. R..	65.72	14	18,205.75	5,914.80	24,120.55	277.02	90.00	
11017	Bermuda Hundred and Winterpock.	Bright Hope Rwy.....	23.61	6	978.46	.....	978.46	24.20	.....	
11018	Washington, D. C., and Alexandria, Va.	Alexandria and Washington R. R.	7.42	45	2,582.06	853.30	3,435.36	347.99	115.00	
11019	Sutherlin, Va., and Milton, N. C.	Richmond and Danville R. R.	7.26	12	310.36	.....	310.36	42.75	.....	
11020	Fredericksburgh and Orange C. H..	Potomac, Fredericksburgh and Piedmont R. R.	39.00	6	1,667.25	.....	1,667.25	42.75	.....	

11021	Hagerstown, Md., and Roanoke, Va.	Shenandoah Valley R. R.	239.80	14	32,804.64	5,995.00	38,799.64	136.80	25.00	
11022	Elba and Rocky Mount	Richmond and Danville R. R.	37.47	6	1,601.84		1,601.84	42.75		
11023	Richmond and Lynchburgh	Chesapeake and Ohio Rwy	147.07	18	12,197.98		12,197.98	82.94		
11024	Calverton and Warrenton	Richmond and Danville R. R.	9.25	14	411.25		411.25	44.46		
11025	Orange C. H. and Gordonsville	do	9.42	7	402.70		402.70	42.75		
11026	Norfolk, Va., and Edenton, N. C	Norfolk Southern R. R	75.67	6	5,584.45		5,584.45	74.39		
11027	Clifton Forge and Lynchburgh	Chesapeake and Ohio Rwy	84.20	12	5,183.35		5,183.35	61.56		
11028	Danville and Stuart	Danville and New River R. R.	76.52	6	3,271.23		3,271.23	42.75		
11029	Balcony Falls and Lexington	Ch sapeake and Ohio Rwy	22.18	12	1,021.74		1,021.74	46.17		
11030	Suffolk, Va., and Woodley, N. C	Suffolk and Carolina R. R.	41.87	6	1,789.94		1,789.94	42.75		
11031	Newport News and Fortress Monroe	Chesapeake and Ohio Rwy	10.75	12	707.78		707.78	65.84		
11032	Keysville, Va., and Durham, N. C	Richmond and Danville R. R.	87.95	6	1,879.38		1,879.38	43.61		Pay not fixed on 56.82 miles.
11033	New River Depot and Pocahontas	Norfolk and Western R. R.	73.69	6	4,158.32		4,158.32	56.43		
11034	Claremont and Bellfield	Atlantic and Danville Rwy	55.10	6	2,355.52		2,355.52	42.75		
11035	Norfolk and Virginia Beach	Norfolk and Virginia Beach R. R.	18.80	6	803.70		803.70	42.75		
11036	Emporia, Va., and Margarettsville, N. C.	Meherrin Valley Rwy	13.77	6	802.41		802.41	42.75		
11037	Suffolk and Whaleyville	Suffolk Lumber Co. R. R	13.17	6	563.01		563.01	42.75		
11038	North Danville, Va., and Charlotte, N. C.	Richmond and Danville R. R	143.21	14	38,815.63	12,888.90	51,704.53	271.04	90.00	
11039	Pulaski City and Ivanhoe Furnace	Norfolk and Western R. R.	32.22	6	1,384.94		1,384.94	42.75		
11040	Bristol, Tenn., and Clinchport, Va	South Atlantic and Ohio R. R.	44.01	6	1,876.97		1,876.97	42.75		9.34 miles Estillville to Speer's Ferry, at $2 16 per mile; 2.16 miles, Speer's Ferry to Clinchport, pay not fixed.
11041	Bremo Bluff and Arvonia	Chesapeake and Ohio Rwy	4.93	6	210.75		210.75	42.75		
11042	Norfolk and Belfield	Atlantic and Danville Rwy	77.95	6	3,332.36		3,332.36	42.75		
11043	Graham and Tazewell C. H.	Norfolk and Western R. R.	20.89	6	982.45		982.45	47.03		
11044	Lynchburgh and Rutsburgh	Lynchburgh and Durham R. R.	11.99	6	507.87		507.87	42.75		0.11 mile pay not fixed.
			3,172.49		412,870.25	75,907.20	488,777.45			
	WEST VIRGINIA.									
12001	Harper's Ferry, W. Va., and Lexington, Va.	Baltimore and Ohio R. R.	165.54	14.52	15,285.96		15,285.96	92.34		
12002	Grafton and Parkersburgh	do	104.50	21.15	39,134.20	8,360.00	47,494.20	374.49	80.00	
12003	Volcano Junction and Volcano	Laurel Fork and Sand Hill R. R	7.02	12	300.10		300.10	42.75		
12004	Pennsborough and Ritchie C. H	Pennsboro and Harrisville, Ritchie County Rwy.	9.09	12	388.59		388.59	42.75		
12005	Wheeling Junction (n. o.) and Wheeling.	Pittsburgh, Cincinnati and St. Louis Rwy.	24.00	24	1,785.36		1,785.36	74.39		
12006	Clarksburgh and Weston	Clarksburgh, Weston and Glenville R. R. and Transportation Co.	27.07	18	2,060.02		2,060.02	76.10		
12007	Piedmont and Shaw	West Virginia Central and Pittsburgh Rwy.	9.14	6	390.73		390.73	42.75		

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	WEST VIRGINIA—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
12008	Winifrede Junction (n. o.) and Winifrede.	Winifrede R. R	4.54	7	194.08		194.08	42.75		
12009	Shaw and Davis	West Virginia Central and Pittsburgh Rwy.	45.82	12	1,958.79		1,958.79	42.75		
12010	Charleston, W. Va., and Point Pleasant Junction (n. o.).	Kanawha and Ohio Rwy	59.70	6.20	2,807.69		2,807.69	47.03		
12011	Weston and Buckhannon	Weston and Buckhannon R. R	16.29	12	724.25		724.25	44.46		
12012	Grafton and Belington	Grafton and Greenbrier R. R	42.00	6	2,046.66		2,046.66	48.73		
12013	Wheeling and Point Pleasant	Ohio River R. R	172.29	18.05	12,963.09		12,963.09	75.24		
12014	Green Spring and Romney	Baltimore and Ohio R. R	16.64	12	711.36		711.36	42.75		
12015	Benwood Junction (n. o.) and Wheeling.	do	4.00	50	584.84		584.84	146.21		
12016	Blue Stone Junction (n. o.) and Flipping.	Norfolk and Western R. R	9.42	6	334.73		334.73	42.75		Pay not fixed on 1.59 miles.
12017	Morgantown and Fairmont	Baltimore and Ohio R. R	25.95	12	1,176.05		1,176.05	45.32		
12018	Vacant.									
12019	Piedmont, W. Va., and Cumberland, Md.	West Virginia Central and Pittsburgh Rwy.	28.87	6	1,653.67		1,653.67	57.28		
12020	Point Pleasant and Huntington	Ohio River R. R	43.32	6						Pay not fixed.
12021	Tunnelton and Kingwood	Tunnelton, Kingwood and Fairchance R. R.	10.95	6	468.11		468.11	42.75		
12022	Cooper's and Elkhorn	Norfolk and Western R. R	8.10	6	346.27		346.27	42.75		
12023	Hancock Station (n. o.) and Berkeley Springs.	Baltimore and Ohio R. R	6.41	15	274.02		274.02	42.75		
12024	Douglas and Jackson C. H	Ripley and Mill Creek Valley R. R.	13.40	6	572.85		572.85	42.75		
12025	Harrison (n. o.) and Elk Garden	West Virginia Central and Pittsburgh Rwy.	7.15	6						Do.
12026	Sewell Depot and Cliff Top	Longdale Iron Co	10.10	6						Do.
			871.31		86,161.42	6,360.00	94,521.42			
	NORTH CAROLINA.									
13001	Raleigh and Weldon	Raleigh and Gaston R. R	97.28	12	10,147.27		10,147.27	104.31		

13002	Weldon and Wilmington	Wilmington and Weldon R. R.	161.87	16.03	45,948.41	12,049.60	58,698.01	282.86	80.00		
13003	Wilmington and Charlotte	Carolina Central R. R	188.07	6	14,793.58		14,793.58	78.66			
13004	Goldsborough and Greensborough	Richmond and Danville R. R.	130.05	13.62	16,234.14		16,234.14	124.83			
13005	Goldsborough and Morehead City	Atlantic and North Carolina R. R.	93.91	6	6,503.26		6,503.26	69.25			
13006	Salisbury, N. C., and Kinzel (n. o.), Tenn.	Richmond and Danville R. R.	185.48	8.66	19,030.24		19,030.24	102.60			
13007	Charlotte, N. C., and Augusta, Ga	do	191.55	10.08	26,204.04		26,204.04	136.80			
13008	Charlotte and Rutherfordton	Carolina Central R R	81.80	6	5,384.89		5,384.89	65.83			
13009	Charlotte and Taylorsville	Richmond and Danville R. R.	65.13	6	3,675.28		3,675.28	56.43			
13010	Raleigh and Hamlet	Raleigh and Augusta Air Line R. R.	97.52	6	7,003.88		7,003.88	71.82			
13011	Bennettsville, S. C., and Mount Airy, N. C.	Cape Fear and Yadkin Valley Rwy.	223.19	6.65	14,694.82		14,694.82	65.84			
13012	Greensborough and Winston	Richmond and Danville R. R.	29.09	13	2,661.15		2,661.15	91.48			
13013	Jamesville and Washington	Jamesville and Washington R. R.	23.31	6	1,036.36		1,036.36	44.46			
13014	Oxford and Henderson	Oxford and Henderson R. R., A. H. Williams, lessee.	13.50	6	646.38		646.38	47.88			
13015	Rocky Mount and Tarborough	Wilmington and Weldon R. R.	17.97	7	1,229.14		1,229.14	68.40			
13016	Asheville Junction (n. o.) and Jarrett.	Richmond and Danville R. R.	98.94	6	4,990.53		4,990.53	50.44			
13017	Alma and Plainview	Alma and Little Rock R. R.	12.30	6	525.82		525.82	42.75			
13018	University Station and Chapel Hill	Richmond and Danville R. R.	11.33	6	484.35		484.35	42.75			
13019	Halifax and Scotland Neck	Wilmington and Weldon R. R.	19.64	6	839.61		839.61	42.75			
13020	Tarborough and Williamston	Albemarle and Raleigh R. R.	33.53	7	1,834.76		1,834.76	54.72			
13021	Vacant.										
13022	Danville, Mocksville and Southwestern Junction (n. o.) and Leaksville.	Danville, Mocksville and Southwestern R. R.	8.21	6	350.97		350.97	42.75			
13023	Hickory and Lenoir	Richmond and Danville R. R.	20.51	6	1,157.37		1,157.37	56.43			
13024	Chadbourn, N. C., and Conway, S. C.	Wilmington, Chadbourn and Conway R. R.	39.17	6	1,674.51		1,674.51	42.75			
13025	Louisburgh and Franklinton	Louisburg R. R	10.34	12	442.03		442.03	42.75			
13026	Warren Plains and Warrenton	Warrenton R. R	3.13	12	133.80		133.80	42.75			
13027	Wilson and Fayetteville	Wilmington and Weldon R. R.	74.58	6	3,188.29		3,188.29	42.75			
13028	Rocky Mount and Spring Hope	do	19.12	6	817.38		817.38	42.75			
13029	Moncure and Pittsborough	Pittsboro R. R.	12.31	12	526.25		526.25	42.75			
13030	Warsaw and Clinton	Wilmington and Weldon R. R.	13.11	12	560.45		560.45	42.75			
13031	Factory Junction (n. o.) and Millborough.	Cape Fear and Yadkin Valley Rwy.	9.55	6	408.26		408.26	42.75			
13032	Hamilton and Tarborough	Hamilton R. R. and Lumber Co.	20.65	6	882.78		882.78	42.75			
13033	Boykins, Va., and Lewiston, N. C.	Seaboard and Roanoke R. R.	35.45	6	1,515.48		1,515.48	42.75			
13034	Hamlet and Gibson's Station	Raleigh and Augusta Air Line R. R.	10.50	6	448.87		448.87	42.75			
13035	Wilmington and Wrightsville	Wilmington Seacoast R. R	9.24	6	395.01		395.01	42.75			
13036	Cameron and Carthage	Carthage R. R	10.78	6	460.84		460.84	42.75			
13037	Stokesdale and Madison	Cape Fear and Yadkin Valley Rwy.	11.48	6						Pay not fixed.	
13038	Monroe, N. C., and Chester, S. C.	Georgia, Carolina and Northern Rwy.	45.66	6						Do.	

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	NORTH CAROLINA—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
13039	Mackey's Ferry and Lee's Mills	Albemarle and Pantego R. R.	4.43	6	.....	.....	.....	.....	.....	Pay not fixed.
13040	Winston and Walnut Cove	Roanoke and Southern Rwy.	18.52	6	.....	.....	.....	.....	.....	Do.
			2,152.20		196,830.20	12,949.60	209,779.80			
	SOUTH CAROLINA.									
14001	Columbia and Greenville	Richmond and Danville R. R.	144.33	10.21	11,722.48	.....	11,722.48	81.22	.....	
14002	Columbia, S. C., and Wilmington, N. C.	Wilmington, Columbia and Augusta R. R.	193.17	15.54	40,463.31	7,176.00	47,639.31	209.47	65.00	R. P. O. 110.40 miles, Florence and Wilmington.
14003	Columbia and Charleston	South Carolina Rwy	131.04	23.46	17,141.34	.....	17,141.34	130.81	.....	
14004	Charleston, S. C., and Savannah, Ga.	Charleston and Savannah Rwy	115.00	21	27,038.60	7,475.00	34,513.60	235.12	65.00	
14005	Charleston and Florence	Northeastern R. R.	102.44	21	26,012.58	6,658.60	32,671.18	253.93	65.00	
14006	Florence and Cheraw	Cheraw and Darlington R. R.	40.78	6	2,545.07	.....	2,545.07	62.41	.....	
14007	Chester, S. C., and Hickory, N. C.	Richmond and Danville R. R.	89.91	6	4,599.06	.....	4,599.06	55.57	.....	Pay between Newton and Hickory, 10.10 miles, at $16.24 per mile.
14008	Alston and Spartanburgh	....do....	68.58	7	4,631.89	.....	4,631.89	67.54	.....	
14009	Hodges and Abbeville C. H.	....do....	11.85	6	506.58	.....	506.58	42.75	.....	
14010	Port Royal, S. C., and Augusta, Ga.	Port Royal and Augusta Rwy.	112.54	8.32	6,446.29	.....	6,446.29	57.28	.....	
14011	Spartanburgh, S. C., and Asheville, N. C.	Richmond and Danville R. R.	71.92	7	4,796.34	.....	4,796.34	66.69	.....	
14012	Newberry C. H. and Laurens C. H.	....do....	31.76	6	1,357.74	.....	1,357.74	42.75	.....	
14013	Chester and Lancaster C. H.	....do....	29.47	6	1,335.28	.....	1,335.28	45.31	.....	
14014	Cheraw, S. C., and Wadesborough, N. C.	Cheraw and Salisbury R. R.	26.80	6	1,394.16	.....	1,394.16	53.01	.....	
14015	Lanes and Sumter	Central R. R. Co. of S. C.	40.69	14	2,504.87	.....	2,504.87	61.56	.....	
[illegible]	Belton and Walhalla	Richmond and Danville R. R.	44.33	6	2,577.34	.....	2,577.34	58.14	.....	
[illegible]	[illegible] and Augusta, Ga.	South Carolina Rwy	75.14	20	7,773.23	.....	7,773.23	103.45	.....	
		....do....	39.03	12	2,469.42	.....	2,469.42	63.27	.....	
			9.64	14	412.10	.....	412.10	42.75	.....	
			86.00	14	1,992.72	.....	1,992.72	47.02	.....	
			99.20	7	2,509.26	.....	2,509.26	56.01	.....	

8008	Chester, Pa., and Port Deposit, Md.	Philadelphia, Wilmington and Baltimore R. R.	58.74	15.16	4,871.89	.....	4,871.89	82.94	.....
8009	Honesdale and Lackawaxen.....	New York, Lake Erie and Western R. R.	24.94	12	1,407.36	.....	1,407.36	56.43	.....
8010	Easton, Pa., and Waverly, N. Y.....	Lehigh Valley R. R.	205.57	28.49	30,582.64	.....	30,582.64	148.77	.....
8011	Penn Haven Junction (n. o.) and Mount Carmel.	.....do	45.79	15	2,505.63	.....	2,505.63	54.72	.....
8012	Hazel Creek Bridge (n. o) and Audenried.	.....do	8.52	6	364.23	.....	364.23	42.75	.....
8013	Pottsville and Herndon.....	Philadelphia and Reading R. R.	78.06	10.37	5,139.47	.....	5,139.47	65.84	.....
8014	Port Clinton and Williamsport	.....do	122.07	9.3	6,679.67	.....	6,679.67	54.72	.....
8015	Sunbury and Sugarloaf.....	Pennsylvania R. R	44.41	6	2,012.66	.....	2,012.66	45.32	.....
8016	Penn Haven Junction (n. o.) and Sugarloaf.	Lehigh Valley R. R.....	23.6	20.88	1,654.59	.....	1,654.59	70.11	.....
8017	Scranton and Northumberland ...	Delaware, Lackawanna and Western R. R.	80.48	24	8,394.86	.....	8,394.86	104.31	.....
8018	Scranton and Carbondale.....	Delaware and Hudson Canal Company.	17.45	24	1,402.45	.....	1,402.45	80.37	.....
8019	Binghamton, N. Y., and Washington, N. J.	Delaware, Lackawanna and Western R. R.	140.5	22.41	19,220.40	.....	19,220.40	136.80	.....
8020	Elmira, N. Y., and Hoytville, Pa....	New York, Lake Erie and Western R. R.	64.94	10.55	4,386.69	.....	4,386.69	67.55	.....
8021	Williamsport, Pa, and Elmira, N. Y.	Northern Central Rwy	78.81	18	11,253.27	.....	11,253.27	142.79	.....
8022	Williamsport and Erie.....	Pennsylvania R. R	248.75	13.56	25,310.31	.....	25,310.31	101.75	.....
8023	Sunbury and Mount Carmel	Northern Central Rwy.....	27.47	18	1,244.94	.....	1,244.94	45.32	.....
8024	Bradford, Pa., and Carrollton, N. Y..	New York, Lake Erie and Western R. R.	11.58	26	920.84	.....	920.84	79.52	.....
8025	Irvine and Corry	Buffalo, New York and Philadelphia R. R.	95.13	21.31	8,378.09	.....	8,378.09	88.07	.....
8026	Strasburgh and Leaman Place.....	Strasburgh R. R., Isaac Phenegar, lessee.	5.25	6	224.43	.....	224.43	42.75	.....
8027	Lancaster and Middletown	Pennsylvania R. R.....	30.98	23.23	2,542.83	.....	2,542.83	82.08	.....
8028	Harrisburg and Auburn.....	Philadelphia and Reading R. R.	59.05	10.82	2,524.38	.....	2,524.38	42.75	.....
8029	Stewartstown and New Freedom...	Stewartstown R. R.....	7.65	12	327.03	.....	327.03	42.75	.....
8030	Harrisburg, Pa., and Martinsburgh, W. Va.	Cumberland Valley R. R.....	94.87	23.44	11,924.21	.....	11,924.21	125.69	.....
8031	Columbia and Sinking Spring.....	Reading and Columbia R. R..	39.73	15.53	2,309.90	.....	2,309.90	58.14	.....
8032	Columbia, Pa., and Frederick, Md..	Pennsylvania R. R.....	69.3	17.53	4,562.71	.....	4,562.71	65.84	.....
8033	Berlin Junction (n. o.) and East Berlin.	Berlin Branch R. R.....	7.23	6	309.08	.....	309.08	42.75	.....
8034	Huntingdon and Mount Dallas Station (n. o.).	Huntingdon and Broad Top Mountain R. R. and Coal Co.	45.15	12	3,204.29	.....	3,204.29	70.97	.....
8035	Tyrone and Curwensville	Pennsylvania R. R.....	47.48	18	3,613.22	.....	3,613.22	76.10	.....
8036	Altoona and Henrietta.....	.....do	27.92	16.28	1,599.53	.....	1,599.53	57.29	.....
8037	Cresson and Ebensburgh.....	.....do	11.59	15	535.11	.....	535.11	46.17	.....
8038	Tyrone and Lockhaven.	.....do	55.25	12	3,826.61	.....	3,826.61	69.26	.....
8039	Blairsville and Allegheny	.....do	67.84	12	5,104.28	.....	5,104.28	75.24	.....
8040	Pittsburgh, Pa., and Wheeling, W. Va	Baltimore and Ohio R. R.....	70.41	22.05	4,695.64	.....	4,695.64	66.69	.....
8041	Pittsburgh and Oil City	Allegheny Valley R. R.....	132.61	19	18,255.09	.....	18,255.09	137.66	.....
8042	Branch Junction and Indiana.....	Pennsylvania R. R.....	19.25	13.75	1,352.53	.....	1,352.53	71.82	.....

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	GEORGIA—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
15024	Columbus and Greenville	Savannah and Western R. R.	50.78	6	2,344.51		2,344.51	46.17		
15025	Athens and Lula	Richmond and Danville R. R.	39.58	12	2,774.95		2,774.95	70.11		
15026	Toccoa and Elberton	do	56.62	6	2,466.71		2,466.71	43.73		
15027	Sandersville and Tennille	Sandersville and Tennille R. R.	3.29	6	140.64		140.64	42.75		
15028	Wadley and Louisville	Louisville and Wadley R. R.	10.42	6	445.45		445.45	42.75		
15029	Hartwell and Bowersville	Richmond and Danville R. R.	10.22	6	436.90		436.90	42.75		
15030	Marietta, Ga., and Murphy, N. C.	Marietta and North Georgia R. R.	110.00	6	5,360.20		5,360.20	48.73		
15031	Thomasville and Bainbridge	Savannah, Florida and Western Rwy.	87.97	3.70	2,986.72		2,986.72	78.66		
15032	Suwanee and Lawrenceville	Richmond and Danville R. R.	9.96	6	425.79		425.79	42.75		
15033	Talbotton and Bostick (n. o)	Talbotton R. R.	7.04	6	300.96		300.96	42.75		
15034	Gainesville and Social Circle	Gainesville, Jefferson and Southern R. R.	92.29	7.15	2,235.39		2,235.39	42.75		
15035	Roswell Junction (n. o.) and Roswell	Richmond and Danville R. R.	10.69	6	456.99		456.99	42.75		
15036	Dupont, Ga., and Gainesville, Fla.	Savannah, Florida and Western Rwy.	119.31	7	8,568.84		8,568.84	71.82		
15037	Augusta, Ga., and Greenwood, S. C.	Port Royal and Western Carolina Rwy.	67.75	7	4,402.39		4,402.39	64.98		
15038	Cochran and Hawkinsville	East Tennessee, Virginia and Georgia Rwy.	10.53	12	449.73		449.73	42.75		
15039	Smithville and Albany	Southwestern R. R.	24.12	21	3,278.87	603.00	3,881.87	135.94	25.00	
15040	Albany and Blakely	do	50.38	6	2,498.34		2,498.34	49.59		
15041	Cuthbert and Fort Gaines	do	23.41	6	1,000.77		1,000.77	42.75		
15042	Atlanta, Ga., and Birmingham, Ala.	Richmond and Danville R. R.	167.88	14	21,673.30		21,673.30	129.10		
15043	Cornelia and Tallulah Falls	Blue Ridge and Atlantic R. R.	21.13	7	939.43		939.43	44.46		
15044	Climax, Ga., and Chattahoochee, Fla.	Savannah, Florida and Western Rwy.	82.17	7	2,667.85		2,667.85	32.93		
15045	Bellmont and Jefferson	Gainesville, Jefferson and Southern R. R.	13.34	6	570.28		570.28	42.75		
15046	Sylvania and Rocky Ford	Sylvania R. R	14.97	12	639.96		639.96	42.75		
15047	Americus and Buena Vista	Savannah and Western R. R.	29.79	6	1,273.52		1,273.52	42.75		
15048	Augusta and Sandersville	Augusta, Gibson and Sandersville R. R.	81.16	6	3,469.59		3,469.59	42.75		
15049	Wrightsville and Dublin	Wrightsville and Tennille R. R.	20.99	6	981.99		981.99	47.86		

[illegible]	Macon and Athens	Covington and Macon R. R.	[illegible]							
15053	Midville and Swainsborough	Midville and Swainsboro R. R., owned and operated by Jesse Thompson & Co.	18.43	6	787.45		787.45	42.75		
15054	Vacant.									
15055	Rogers and Summit	Rogers and Summit R. R	20.00	6	855.00		855.00	42.75		
15056	Atlanta and Fort Valley	Atlanta and Florida R. R	105.14	6	4,494.72		4,494.72	42.75		
15057	Chattanooga, Tenn., and Carrollton, Ga.	Chattanooga, Rome and Columbus R. R.	128.00	7	7,551.36		7,551.36	54.72		
15058	Macon and Valdosta	Georgia Southern and Florida R. R.	153.49	6						Pay not fixed.
			4,359.95		480,278.44	60,190.60	540,469.04			
	FLORIDA.									
16001	Fernandina and Cedar Keys	Florida Central and Peninsular R. R.	155.84	7.64	10,018.95		10,018.95	64.29		All land grant.
16002	Lake City and River Junction	do	151.87	13.89	10,283.11		10,283.11	67.71		Do.
16003	Pensacola and Flomaton	Louisville and Nashville R. R.	42.43	21	3,178.20		3,178.20	73.18		Do.
16004	J., T. and K. W. Junction (n. o.) and New Smyrna.	Atlantic and Western R. R.	28.09	6	1,200.84		1,200.84	42.75		
16005	Pensacola and Millview	Pensacola and Perdido R. R.	10.50	6	448.87		448.87	42.75		
16006	Jacksonville and Lake City	Florida Central and Peninsular R. R.	60.26	17.43	5,028.09		5,028.09	83.44		Do.
16007	Sanford and Tampa	South Florida R. R.	115.59	13	16,899.25		16,899.25	146.20		
16008	Astor and Lane Park	Florida Southern Rwy.	34.53	6	1,476.15		1,476.15	42.75		
16009	Hart's Road and Jacksonville	Florida Central and Peninsular R. R.	25.41	13	1,086.27		1,086.27	42.75		
16010	Sanford and Oviedo	Sanford and Indian River R. R.	17.36	6	742.14		742.14	42.75		
16011	Waldo and Tavares	Florida Central and Peninsular R. R.	96.85	13	8,237.18		8,237.18	109.03		72.50 miles, Waldo and Wildwood, land grant, at $80.02 per mile.
16012	Palatka and Gainesville	Florida Southern Rwy.	50.12	7.21	4,756.38		4,756.38	94.90		
16013	Tallahassee and St. Mark's	Florida Central and Peninsular R. R.	22.03	3	941.78		941.78	42.75		Pay based on a service of not less than 6 round trips per week.
16014	Rochelle and Fort Mason	Florida Southern Rwy.	80.76	7.06	7,337.92		7,337.92	91.48		
16015	Pensacola and River Junction	Pensacola and Atlantic R. R.	161.29	14	11,687.00		11,687.00	72.50		All land grant.
16016	Jacksonville and St. Augustine	Jacksonville, St. Augustine and Halifax River Rwy.	37.71	20	3,224.20		3,224.20	85.50		
16017	Micanopy Junction (n. o.) and Micanopy.	Florida Southern Rwy.	3.86	6	165.01		165.01	42.75		
16018	Jacksonville and Sanford	Jacksonville, Tampa and Key West Rwy.	125.20	20	23,246.90		23,246.90	185.53		
16019	Wildwood and Plant City	Florida Central and Peninsular R. R.	65.80	6	2,295.10		2,295.10	34.88		Do.
16020	De Land Junction (n. o.) and De Land	St. John's and De Land Rwy.	4.10	19	196.20		196.20	47.88		

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	FLORIDA—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*ollars.*	*Dollars.*	
16021	Wahneta and Bartow	South Florida R. R	17.67	19	755.39		755.39	42.75		
16022	Tavares and Orlando	Tavares, Orlando and Atlantic R. R.	33.55	18	2,409.56		2,409.56	71.82		
16023	Leesville and Brooksville	Florida Southern Rwy	40.46	6	3,009.41		3,009.41	74.38		
16024	Pemberton and Bartow	South Florida R. R	57.39	6	4,072.39		4,072.39	70.96		
16025	Enterprise Junction (n. o.) and Titusville.	Jacksonville, Tampa and Key West Rwy.	40.69	12.68	3,096.10		3,096.10	76.09		
16026	Bartow and Punta Gorda	Florida Southern Rwy	75.40	6	4,963.58		4,963.58	65.83		
16027	St. Augustine and Palatka	St. Augustine and Palatka Rwy.	24.90	12	1,064.47		1,064.47	42.75		
16028	Sanford and Tavares	Jacksonville, Tampa and Key West Rwy.	29.95	6	1,331.57		1,331.57	44.46		
16029	Monroe (n. o.) and St. Petersburgh	Orange Belt Rwy	149.29	7.25	9,318.05		9,318.05	62.42		
16030	Jacksonville and Pablo Beach	Jacksonville and Atlantic R. R.	17.38	6	742.99		742.99	42.75		
16031	Palatka and Daytona	St. John's and Halifax R. R.	54.24	6	3,292.36		3,292.36	60.70		
16032	Lake City and Fort White	Savannah, Florida and Western Rwy.	21.93	12	937.50		937.50	42.75		
16033	Ocala and Homosassa	Silver Springs, Ocala and Gulf R. R.	48.98	6	2,093.89		2,093.89	42.75		
16034	Tavares and Clermont	Tavares, Apopka and Gulf R. R.	29.34	6	1,254.28		1,254.28	42.75		
16035	Thomasville, Ga., and Monticello, Fla.	Savannah, Florida and Western Rwy.	24.84	14	1,104.38		1,104.38	44.46		
16036	Jacksonville and Mayport	Jacksonville, Mayport, Pablo Rwy. and Navigation Co.	18.61	6	795.57		795.57	42.75		
			1,975.23		152,741.13		152,741.13			
	ALABAMA.									
17001	Montgomery, Ala., and West Point, Ga.	Western Rwy. Co. of Alabama	86.60	21	21,546.08	4,330.00	25,876.08	248.80	50.00	
17002	Montgomery and Selma	do	51.20	20	5,784.40		5,784.40	112.00		
17003	Montgomery and Eufaula	Montgomery and Eufaula Rwy	80.57	17.04	9,161.61		9,161.61	113.71		
17004	Montgomery and Decatur	South and North Alabama R. R.	163.86	14	24,396.28	4,596.50	28,992.88	132.69	25.00	All land grant.

	[illegible]mphis, Tenn., and Chat[illegible] Tenn.		[illegible]							
17006	Selma and Akron Junction	Cincinnati, Selma and Mobile Rwy.	29.58	14	2,453.06	.....	2,453.06	82.93	.....	
17007	Opelika and Columbus	Savannah and Western R. R.	85.65	13	4,978.83	.....	4,978.83	58.12	.....	
17008	Columbus, Ga., and Troy, Ala.	Mobile and Girard R. R.	110.76	7	7,575.98	.....	7,575.98	68.40	.....	156 miles, Selma and Patona (n. o.), land grant, at $68.40 per mile.
17009	Selma, Ala., and Meridian, Miss.	East Tennessee, Virginia and Georgia Rwy.	263.92	15.21	19,897.56	.....	19,897.56	85.50	.....	
17010	Selma, Ala., and Cleveland, Tenn.	.....do								
17011	Sheffield and Jasper	Sheffield and Birmingham Coal, Iron, and Rwy Co.	87.70	7	3,890.14	.....	3,809.14	44.46	.....	
17012	Mobile and Montgomery	Louisville and Nashville R. R.	179.34	14	35,485.18	8,967.00	44,452.18	228.28	50.00	119.46 miles, Flomaton and Montgomery, land grant, at $182.62 per mile.
17013	Mobile, Ala., and New Orleans, La.	.....do	140.06	17.58	31,014.88	7,003.00	38,017.88	221.44	50.00	
17014	Opelika and Roanoke	Savannah and Western R. R.	39.38	6	1,885.51	.....	1,885.51	47.88	.....	
17015	Chattanooga, Tenn., and Meridian, Miss.	Alabama Great Southern R. R.	295.60	14.22	39,210.65	7,390.00	46,600.65	165.01	25.00	289.80 miles, Wanhatchee (n. o.) and Meridian, land grant, at $132 per mile.
17016	Opelika and Birmingham	Savannah and Western R. R.	128.73	7	7,595.07	.....	7,595.07	59.00	.....	
17017	Selma and Pine Apple Station (n. o.)	Louisville and Nashville R. R.	46.40	6	2,816.48	.....	2,816.48	60.70	.....	
17018	Dolomite and Wheeling Station (n. o.).	Woodward Iron Co	4.60	6.52	196.65	.....	196.65	42.75	.....	
17019	Chehaw (n. o.) and Tuskegee	Tuskegee R. R.	6.00	14	256.50	.....	256.50	42.75	.....	
17020	Vacant.									
17021	Eufaula and Ozark	Savannah and Western R. R.	59.51	7	2,595.23	.....	2,595.23	43.61	.....	
17022	Selma and Martin's Station	Birmingham, Selma and New Orleans Rwy.	20.32	4	868.68	.....	868.68	42.75	.....	Pay based on a service of not less than six round trips per week.
17023	Birmingham and Pratt Mines	Tennessee Coal, Iron, and R. R. Co.	6.80	12	290.70	.....	290.70	42.75	.....	
17024	Elmore and Wetumpka	South and North Alabama R. R.	6.91	14	295.40	.....	295.40	42.75	.....	
17025	Tuscumbia and Florence	Memphis and Charleston R. R.	5.63	6	250.30	.....	250.30	44.46	.....	
17026	Flomaton and Repton	Louisville and Nashville R. R.	30.15	3	1,288.91	.....	1,288.91	42.75	.....	Pay based on a service of not less than six round trips per week.
17027	Montgomery and Luverve	Northwest and Florida R. R.	51.69	6	1,966.50	.....	1,966.50	42.75	.....	Pay not fixed on 5.69 miles.
17028	Woodstock and Blocton	Cahaba Coal Mining Co.	9.16	12	391.59	.....	391.59	42.75	.....	
17029	Anniston and Sylacauga	Anniston and Atlantic R. R.	53.96	12	2,306.79	.....	2,306.79	42.75	.....	
17030	Talladega and Pell City	Talladega and Coosa Valley R. R.	25.96	12	1,198.57	.....	1,198.57	46.17	.....	
17031	Shelby and Junction Station (n. o.).	Shelby Iron Co	6.67	12	285.14	.....	285.14	42.75	.....	
17032	Elora, Tenn., and Huntsville, Ala.	Nashville, Chattanooga and St. Louis Rwy.	27.62	6	1,180.75	.....	1,180.75	42.75	.....	

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	ALABAMA—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
17033	Rome, Ga., and Attalla, Ala.	Rome and Decatur R. R.	63.70	6	2,723.17		2,723.17	42.75		
17034	Mobile and Selma	Mobile and Birmingham Rwy	163.22	7	7,575.76		7,575.76	46.59		12.83 miles, Marion Junction and Selma, at $12.83 per mile.
17035	Anniston and Attalla	Anniston and Cincinnati R. R.	35.99	20	1,846.28		1,846.28	51.30		
17036	Birmingham and Oneonta	Birmingham Mineral R. R	36.68	6						Pay not fixed.
			2,803.00		289,878.09	32,286.50	322,164.59			
	MISSISSIPPI.									
18001	New Orleans, La., and Cairo, Ill.	Illinois Central R. R	550.11	15.39	95,009.49	16,503.30	111,512.79	172.71	30.00	
18002	Memphis, Tenn., and Grenada, Miss.	..... do	100.37	7	9,868.37		9,868.37	98.32		
18003	Vicksburg and Meridian	Vicksburg and Meridian R. R.	140.70	7	15,913.32		15,913.32	130.61		96.21 miles, Jackson to Meridian, land grant, at $104.64 per mile.
18004	Mobile, Ala., and Cairo, Ill.	Mobile and Ohio R. R	495.57	7	40,676.38		40,676.38	82.08		All land grant.
18005	Columbus, Miss., and Birmingham, Ala.	Richmond and Danville R. R.	124.83	7	8,538.37		8,538.37	68.40		
18006	Glendale and Eagle's Nest	Louisville, New Orleans and Texas Rwy.	19.62	7	838.75		838.75	42.75		
18007	Muldon and Aberdeen	Mobile and Ohio R. R.	9.46	14	452.94		452.94	47.88		
18008	Middleton, Tenn., and Pontotoc, Miss.	Ship Island, Ripley and Kentucky R. R.	62.68	7	2,679.56		2,679.56	42.75		
18009	Durant and Aberdeen	Illinois Central R. R	108.63	7	6,779.59		6,779.59	62.41		
18010	Natchez and Jackson	Natchez, Jackson and Columbus R. R.	99.54	8.01	9,872.37		9,872.37	99.18		
18011	Greenville and Stoneville	Richmond and Danville R. R.	9.60	6	410.40		410.40	42.75		
18012	Greenwood and Pecte	Illinois Central R. R.	18.12	6	774.63		774.63	42.75		
18013	Stoneville and Johnsonville	Richmond and Danville R. R.	20.44	6	873.81		873.81	42.75		
18014	Artesia and Columbus	Mobile and Ohio R. R.	14.61	21	886.82		886.82	60.70		
18015	Artesia and Starkville	.....do	11.52	20.77	502.27		502.27	43.60		
18016	Meridian, Miss., and New Orleans, La.	New Orleans and Northeastern R. R.	196.30	14	21,619.92	4,907.50	26,557.42	110.29	25.00	
18017	Vacant.									

18018	Jackson and Greenwood	Illinois Central R. R	100.46	6	6,613.28		6,613.28	65.83		
18019	Memphis, Tenn., and New Orleans, La.	Louisville, New Orleans and Texas Rwy.	455.80	14	51,027.20		51,027.20	112.00		
18020	Leland, Miss., and Arkansas City, Ark.	do	24.44	12.31	1,880.65		1,880.65	76.96		
18021	Memphis, Tenn., and Birmingham, Ala.	Kansas City, Memphis and Birmingham R. R.	251.80	6.16	16,132.59		16,132.59	64.12		
18022	Wilzinski Junction (n. o.) and Glen Allan.	Louisville, New Orleans and Texas Rwy.	34.34	7.57	1,526.75		1,526.75	44.46		
18023	Durant and Tchula	Illinois Central R. R	26.57	6	1,135.86		1,135.86	42.75		
18024	Amory and Aberdeen	Kansas City, Memphis and Birmingham R. R.	13.98	12	597.64		597.64	42.75		
18025	Lamont and Rosedale	Louisville, New Orleans and Texas Rwy.	25.63	6						Pay not fixed.
			2,914.72		294,640.96	21,410.80	316,051.76			
	TENNESSEE.									
19001	Nashville and Lebanon	Nashville, Chattanooga and St. Louis Rwy.	31.52	12	2,182.76		2,182.76	69.25		
19002	Bristol and Chattanooga	East Tennessee, Virginia and Georgia Rwy.	242.79	15.54	43,592.94	12,139.50	55,732.44	179.55	50.00	
19003	Rogersville and Bull's Gap	Tennessee and Ohio Rwy	16.73	6	801.03		801.03	47.88		
19004	Nashville and Chattanooga	Nashville, Chattanooga and St. Louis Rwy.	151.00	21	28,403.10		28,403.10	188.10		
19005	Fayetteville and Decherd	do	40.41	6	2,211.23		2,211.23	54.72		
19006	Nashville, Tenn., and Decatur, Ala.	Louisville and Nashville R. R.	121.75	16.30	21,547.31	3,043.75	24,591.06	176.98	25.00	
19007	Nashville, Tenn., and Hickman, Ky.	Nashville, Chattanooga and St. Louis Rwy.	171.10	14	22,966.75		22,966.75	134.28		
19008	Knoxville and Jellico	East Tennessee, Virginia and Georgia Rwy.	65.51	7	5,656.78		5,656.78	86.35		
19009	Morristown and Kinzel (n. o.)	do	43.50	14	3,607.45		3,607.45	82.93		
19010	Tracy City and Cowan	Nashville, Chattanooga and St. Louis Rwy.	20.08	13	856.28		856.28	42.75		
19011	Ooltewah, Tenn., and Cohutta, Ga.	East Tennessee, Virginia and Georgia Rwy.	11.54	14	680.74		680.74	58.99		
19012	Dunlap, Tenn., and Bridgeport, Ala.	Nashville, Chattanooga and St. Louis Rwy.	38.06	6.92	1,627.06		1,627.06	42.75		
19013	Tullahoma and Bon Air Coal Mine	do	67.66	7	3,813.87		3,813.87	62.41		Pay not fixed on 6.55 miles.
19014	Knoxville and Maryville	Knoxville and Augusta R. R.	18.49	6	790.44		790.44	42.75		
19015	Columbia and Fayetteville	Nashville, Chattanooga and St. Louis Rwy.	48.87	6	2,089.19		2,089.19	42.75		
19016	Dickson and Kimmins	do	47.07	6	2,012.24		2,012.24	42.75		
19017	Columbia, Tenn., and Sheffield, Ala.	Nashville and Florence R. R.	86.85	6	5,494.99		5,494.99	63.27		
19018	Johnson City, Tenn., and Cranberry, N. C.	East Tennessee and Western North Carolina R. R.	34.19	6	1,461.62		1,461.62	42.75		
19019	Moscow and Somerville	Memphis and Charleston R. R.	13.57	6	580.11		580.11	42.75		
19020	Wartrace and Shelbyville	Nashville, Chattanooga and St. Louis Rwy.	8.36	12	435.97		435.97	52.15		
19021	Spring City and Jewett	Tennessee Central R. R.	12.31	6	526.25		526.25	42.75		

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	TENNESSEE—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
19022	Keathley and Clinton	East Tennessee, Virginia and Georgia Rwy.	30.57	7	2,352.36		2,352.36	76.95		
19023	Iron City and Pinkney	Nashville, Florence and Sheffield Rwy.	11.65	6	498.03		498.03	42.75		
19024	Clarksville, Tenn., and Princeton, Ky	Louisville and Nashville R. R.	57.53	6	2,459.40		2,459.40	42.75		
19025	Inman and Victoria	Nashville, Chattanooga and St. Louis Rwy.	5.68	6	242.82		242.82	42.75		
19026	Gallatin, Tenn., and Scottsville, Ky.	Chesapeake and Nashville Rwy.	35.87	6	1,686.96		1,686.96	47.03		
19027	Memphis and Perryville	Tennessee Midland Rwy	135.49	6						Pay not fixed.
19028	Moffatt (n. o.) and Troy	Troy and Tiptonville R. R.	4.70	13	200.92		200.92	42.75		
			1,572.80		158,778.60	15,182.25	173,961.85			
	KENTUCKY.									
20001	Elkton and Guthrie	Louisville and Nashville R. R.	12.07	12	515.99		515.99	42.75		
20002	Cincinnati, Ohio, and Lexington, Ky	Kentucky Central Rwy	100.31	18	13,807.66		13,807.66	137.65		
20003	La Grange and Lexington	Louisville and Nashville R. R.	67.53	19	7,621.42		7,621.42	112.86		
20004	Cincinnati, Ohio, and Louisville, Ky.	....do	110.10	24.48	39,725.18	6,540.00	46,265.18	360.81	60.00	R. P. O., 109 miles, Cincinnati and Louisville Junction (n. o.).
20005	Louisville, Ky., and Nashville, Tenn.	....do	186.14	24.05	59,361.90	11,168.40	70,530.30	318.91	60.00	
20006	Trunnelton and Springfield	....do	36.74	12	1,947.58		1,947.58	53.01		
20007	Lebanon Junction, Ky., and Jellico, Tenn.	....do	171.44	15.31	22,866.66		22,866.66	133.38		
20008	Bowling Green, Ky., and Memphis, Tenn.	....do	262.70	16.11	57,499.77	7,881.00	65,380.77	218.88	30.00	
20009	Louisville, Ky., and Memphis, Tenn.	Newport News and Mississippi Valley Co.	392.00	14.15	47,255.60		47,255.60	120.55		
20010	Elizabethtown and Cecilian	....do								
20011	Glasgow Junction and Glasgow	....do	6.22	12	265.90		265.90	42.75		
20012	Anchorage and Shelbyville	Louisville and Nashville R. R.	11.03	10	612.93		612.93	55.57		
20013	Willard and Greenup	....do								

20019	Johnson Junction and Hillsborough	Cincinnati and Southeastern Rwy.	[illegible]				97,149.[illegible]	[illegible]		
20020	Cincinnati, Ohio, and Chattanooga, Tenn.	Cincinnati, New Orleans and Texas Pacific Rwy.	338.70	25.05	80,214.32	16,935.00	303.51	52.15	.....	
20021	Harrodsburgh and Harrodsburgh Junction (n. o.).	Southwestern R. R.	5.82	18	303.51	.....	799.42	42.75	.....	
20022	Mount Sterling and Rothwell	Kentucky and South Atlantic R. R.	18.70	6	799.42	.....	471.53	42.75	.....	
20023	Louisville and Prospect	Louisville and Nashville R. R.	11.03	8.18	471.53	.....	1,765.81	54.72	.....	
20024	Lebanon and Greensburgh	do	32.27	6	1,765.81	.....	.....	.....	.....	
20025	Huntington, W. Va., and Cincinnati, Ohio.	Maysville and Big Sandy R. R.	160.88	6	.....	.....	1,208.60	43.60	.....	Pay not fixed.
20026	Shelbyville and Bloomfield	Louisville and Nashville R. R.	27.72	12	1,208.60	.....	2,791.83	55.57	.....	
20027	Ashland and Richardson	Chattaroi Rwy	50.24	6	2,791.83	.....	502.74	42.75	.....	
20028	Kingsville and Yosemite	Cincinnati and Green River Rwy.	11.76	6	502.74	.....	419.66	50.44	.....	Pay not fixed on 10.98 miles.
20029	Georgetown and Versailles	Versailles and Midway Rwy.	19.30	24	419.66	.....	1,522.07	43.60	.....	
20030	Richmond Junction (n. o.) and Richmond.	Kentucky Central Rwy	34.91	6	1,522.07	.....	712.64	42.75	.....	
20031	Madisonville and Providence	Louisville and Nashville R. R.	16.67	6	712.64	.....	3,976.19	100.03	.....	
20032	Paris and Richmond	Kentucky Central Rwy	39.75	15.5	3,976.19	.....	633.55	42.75	.....	
20033	Dodge and Clay City	Kentucky Union Rwy	14.82	9	633.55	.....	5,686.70	63.27	.....	
20034	Henderson and Princeton	Ohio Valley Rwy	89.88	6	5,686.70	.....	569.00	42.75	.....	
20035	Morganfield and Uniontown	do	13.31	12	569.00	.....	363.80	42.75	.....	
20036	Glasgow Junction and Mammoth Cave.	Louisville and Nashville R. R.	8.51	14	363.80	.....	1,531.89	48.74	.....	
20037	Corbin and Pineville	do	31.43	16.60	1,531.89	.....	500.17	42.75	.....	
20038	Elizabethtown and Hodgensville	Hodgenville and Elizabethtown R. R.	11.70	22.79	500.17	.....	.....	.....	.....	Pay not fixed.
20039	Louisville and Harrodsburgh	Louisville Southern R. R.	84.80	6.50	.....	.....	.....	.....	.....	Do.
20040	Louisville and Henderson	Louisville, St. Louis and Texas Rwy.	142.51	6	.....	.....	.....	.....	.....	
			2,893.35		387,967.15	42,794.40	430,761.55			
	OHIO.									
21001	Bellaire and Columbus	Baltimore and Ohio R. R.	137.67	25.90	29,779.39	4,152.80	33,932.19	216.31	40.00	R. P. O., Bellaire and Newark, 103.82 miles.
21002	Pittsburgh, Pa., and Chicago, Ill	Pennsylvania Company	468.20	20.69	193,750.52	23,410.00	217,160.52	413.82	50.00	
21003	Pittsburgh, Pa., and Bellaire, Ohio	do	94.79	25.60	17,100.11	.....	17,100.11	180.40	.....	
21004	Hudson and Columbus	Cleveland, Akron and Columbus Rwy.	145.41	22.42	14,545.36	.....	14,545.36	100.03	.....	
21005	Cleveland, Ohio, and Pymatuning, Pa.	New York, Lake Erie and Western R. R.	88.48	42.02	15,508.77	.....	15,508.77	175.28	.....	
21006	Cleveland and Wellsville	Pennsylvania Company	101.35	24.19	23,829.41	.....	23,829.41	235.12	.....	

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	OHIO—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
21007	Elyria and Millbury	Lake Shore and Michigan Southern Rwy.	75.01	22	22,575.00	4,875.65	27,450.65	300.96	65.00	
21008	Bayard and New Philadelphia	Pennsylvania Company	32.33	12	2,156.08		2,156.08	66.69		
21009	Cleveland and Sherodsville	Cleveland and Canton R. R	110.52	11.68	7,370.57		7,370.57	66.69		
21010	Sandusky and Newark	Baltimore and Ohio R. R.	116.86	19.30	24,579.16	3,521.60	28,100.76	210.33	40.00	R. P. O. cars, Newark and Chicago, 88.04 miles.
21011	Xenia and Dayton	Pittsburgh, Cincinnati and St. Louis Rwy.	16.73	28	2,188.45		2,188.45	130.81		
21012	Springfield and Sandusky	Cincinnati, Sandusky and Cleveland R. R.	130.20	16.11	12,022.66		12,022.66	92.34		
21013	Columbus and Delaware	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	25.48	29.50	4,531.36		4,531.36	177.84		
21014	Columbus and Cincinnati	Pittsburgh, Cincinnati and St. Louis Rwy.	120.29	35	48,338.53	12,029.00	60,367.53	401.85	100.00	
21015	Columbus, Ohio, and Indianapolis, Ind.	Chicago, St. Louis and Pittsburgh R. R.	189.66	41.58	162,971.04	42,673.50	205,644.54	859.28	225.00	
21016	Galion, Ohio, and Indianapolis, Ind.	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	204.09	23.47	33,852.40	5,102.25	38,954.65	165.87	25.00	
21017	Blanchester and Hillsborough	Cincinnati, Washington and Baltimore R. R.	21.92	12	1,461.84		1,461.84	66.69		
21018	Portsmouth and Hamden Junction	do	56.35	12	3,276.18		3,276.18	58.14		
21019	Toledo, Ohio, and Quincy, Ill	Wabash, St. Louis and Pacific Rwy.	474.25	19.39	124,078.02	30,996.25	155,074.27	261.63	75.00	R. P. O. cars, Toledo to La Fayette, 203.10 miles, at $75 per mile; La Fayette to Decatur, 119.80 miles, at $100 per mile; Decatur to Quincy, 151.35 miles, at $25 per mile.
21020	Sandusky, Ohio, and Peoria, Ill	Lake Erie and Western Rwy.	418.71	13.22	80,071.74		80,071.74	71.82		
21021	Carey and Findlay	Cincinnati, Sandusky and Cleveland R. R.	15.50	13	662.62		662.62	42.75		
21022	Dayton and Union City	Dayton and Union R. R.	47.37	16.33	2,389.34		2,389.34	50.44		
21023	Dayton and Toledo	Dayton and Michigan R. R	144.18	21.55	27,120.25	3,604.50	30,724.75	188.10	25.00	
21024	Hamilton, Ohio, and Indianapolis, Ind.	Cincinnati, Hamilton and Indianapolis R. R.	100.13	16.50	12,499.22		12,499.22	124.83		

21026	Cincinnati and Dayton	Dayton R. R.	20.07	16.50	1,664.40	.....	1,664.40	82.93	.....	
21027	Xenia and Springfield	Pittsburgh, Cincinnati and St. Louis Rwy.	195.30	24.12	80,151.12	15,624.00	95,775.12	410.40	80.00	
21028	Cincinnati, Ohio, and Parkersburgh, W. Va.	Cincinnati, Washington and Baltimore R. R.	148.61	12.50	12,960.27	.....	12,960.27	87.21	.....	
21029	Morrow and Trinway	Cincinnati and Muskingum Valley Rwy.	42.08	19	5,720.35	.....	5,720.35	135.94	.....	
21030	Dayton, Ohio, and Richmond, Ind	Pittsburgh, Cincinnati and St. Louis Rwy.	48.92	6	3,597.08	.....	3,597.08	73.53	.....	
21031	Harrison, Ohio, and Beeson, Ind	White Water R. R.	193.85	65.40	213,642.08	63,001.25	276,643.33	1,102.10	325.00	
21032	Pittsburgh, Pa., and Columbus, Ohio	Pittsburgh, Cincinnati and St. Louis Rwy.	46.08	22	6,099.89	.....	6,099.89	132.52	.....	
21033	Columbus and Springfield	Cincinnati, Sandusky and Cleveland R. R.	388.82	31.05	52,191.30	.....	52,191.30	134.23	.....	
21034	Salamanca, N. Y., and Dayton, Ohio	New York, Lake Erie and Western R. R.								
21035	Vacant.									
21036	Columbus and Athens	Columbus, Hocking Valley and Toledo Rwy.	77.90	18	8,191.96	.....	8,191.96	105.16	.....	
21037	Niles and New Lisbon	New York, Lake Erie and Western R. R.	34.01	12	1,948.09	.....	1,948.09	57.28	.....	
21038	Newark and Shawnee	Baltimore and Ohio R. R.	44.04	12	2,070.76	.....	2,070.76	47.02	.....	
21039	Delphos and Dayton	Dayton, Fort Wayne and Chicago Rwy.	95.43	6	4,650.30	.....	4,650.30	48.73	.....	
21040	Marietta and Valley Junction (n. o.)	Cleveland and Marietta Rwy.	106.03	12	8,159.00	.....	8,159.00	76.95	.....	
21041	Lorain and Bellaire	Cleveland, Lorain and Wheeling R. R.	160.49	10.47	13,996.32	.....	13,996.32	87.21	.....	
21042	Cleveland and Cincinnati	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	241.92	29.70	78,391.75	14,089.50	92,481.25	324.04	75.00	R. P. O., Cleveland and Galion, 79.74 miles, at $75 per mile; Galion and Cincinnati, 162.18 miles, at $50 per mile.
21043	Mansfield and Toledo	Pennsylvania Company	86.25	21	6,415.27	.....	6,415.27	74.38	.....	
21044	Ashtabula, Ohio, and Mahoningtown, Pa.	do	78.81	9.39	4,042.95	.....	4,042.95	51.30	.....	
21045	Toledo, Ohio, and Elkhart, Ind	Lake Shore and Michigan Southern Rwy.	133.97	25.50	82,242.84	25,454.30	107,697.14	613.89	190.00	
21046	Painesville and Youngstown	Pittsburgh and Western Rwy.	61.70	13	2,413.75	.....	2,413.75	47.88	.....	16.21 miles, Warren to Youngstown, at $14.54 per mile.
21047	Chicago, Ohio, and Chicago, Ill	Baltimore and Ohio R. R.	271.28	20	51,722.24	10,851.20	62,573.44	190.66	40.00	
21048	Morgan Junction and Cumberland	Cincinnati, Wheeling and New York R. R.	17.70	9	756.67	.....	756.67	42.75	.....	
21049	Marietta and Parkersburgh	Cincinnati, Washington and Baltimore R. R.	14.06	21	1,214.08	.....	1,214.08	86.35	.....	
21050	Deahler and Findlay	Columbus, Findlay and Northern R. R.	19.66	20.62	840.45	.....	840.45	42.75	.....	
21051	Columbus and Coal Grove	Scioto Valley R. R.	132.45	19	17,892.67	.....	17,892.67	135.09	.....	

C.—*Railroad service as in operation on the 30th of June, 1889*—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	OHIO—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
21052	Batavia Junction (n. o.) and Portsmouth.	Ohio and Northwestern R. R..	98.02	12	7,793.57	.....	7,793.57	79.51	.....	
21053	Columbus and Toledo.....	Columbus, Hocking Valley and Toledo Rwy.	124.85	19	10,674.67	.....	10,674.67	85.50	.....	
21054	Dayton and Ironton	Dayton, Fort Wayne and Chicago Rwy.	169.65	12	7,832.74	.....	7,832.74	46.17	.....	
21055	Toledo and Thurston	Toledo and Ohio Central Rwy.	148.13	6.75	11,905.20	.....	11,905.20	80.37	.....	
21056	St. Clairsville and Steele.....	Baltimore and Ohio R. R.....	7.50	21	346.27	.....	346.27	46.17	.....	
21057	Springfield, Ohio, and Indianapolis, Ind.	Indiana, Bloomington and Western Rwy.	139.51	19.50	13,359.47	.....	13,359.47	95.76	.....	
21058	Wellston and Springfield	Ohio Southern R. R.....	118.48	9.11	6,178.73	.....	6,178.73	52.15	.....	
21059	College Hill Junction and Mount Healthy.	Cincinnati and Northwestern Rwy.	7.07	12	302.24	.....	302.24	42.75	.....	
21060	Columbia and Georgetown.....	Cincinnati, Georgetown and Portsmouth R. R.	42.17	12	3,172.87	.....	3,172.87	75.24	.....	
21061	Toledo and Delphos.....	Toledo, St. Louis and Kansas City R. R.	74.11	8.37	4,751.93	.....	4,751.93	64.12	.....	
21062	Andover and Youngstown.....	Lake Shore and Michigan Southern Rwy.	39.20	12	2,212.05	.....	2,212.05	56.43	.....	
21063	Bellaire and Zanesville	Bellaire, Zanesville and Cincinnati Rwy.	112.46	8.24	6,538.42	.....	6,538.42	58.14	.....	
21064	Big Run and Sharpsburgh	Marietta, Columbus and Northern R. R.	9.90	6	423.22	.....	423.22	42.75	.....	
21065	Delphos, Ohio, and Kokomo, Ind ...	Toledo, St. Louis and Kansas City R. R.	108.24	6	6,478.16	.....	6,478.16	59.85	.....	
21066	Hillsborough and Sardinia.....	Ohio and Northwestern R. R..	19.42	12	830.20	.....	830.20	42.75	.....	
21067	Berghols and Phalanx Station (n. o.)	Lake Erie, Alliance and Southern Rwy.	60.80	8.60	2,650.88	.....	2,650.88	43.60	.....	
21068	Columbus and Corning.....	Toledo and Ohio Central Rwy.	66.27	10.70	5,666.08	.....	5,666.08	85.50	.....	
21069	Columbus and Zanesville	Columbus and Eastern R. R ..	68.66	9.33	2,754.39	.....	2,754.39	57.28	.....	25.10 miles, Shepard to Thurston, at $17.95 per mile; 4.76 miles, Newton to Zanesville, at $17.10 per mile.
21070	Tontogany and Bowling Green	Bowling Green and Toledo R. R.	6.42	21	285.42	.....	285.42	44.46	.....	

21071	Valley Junction (n. o.) and Harrison.	Cincinnati, Indianapolis, St. Louis and Chicago Rwy.	7.75	12	655.96	.....	655.96	84.64	.....	
21072	Edison and Mount Gilead.....	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	2.38	18	109.88	.....	109.88	46.17	.....	
21073	Cleveland and Zoar Station.....	Valley Rwy	75.97	15.50	5,845.89	.....	5,845.89	76.95	.....	
21074	Logan and Pomeroy	Columbus, Hocking Valley and Toledo Rwy.	83.76	12	7,519.13	.....	7,519.13	89.77	.....	
21075	Addison, Mich., and Franklin, Ohio.	Cincinnati, Jackson and Mackinaw R. R.	190.20	6.12	11,708.71	.....	11,708.71	61.56	.....	
21076	Akron, Ohio, and Mahoningtown, Pa	Pittsburgh and Western Rwy.	78.27	6.71	4,349.46	.....	4,349.46	55.57	.....	
21077	Nelsonville and New Straitsville ...	Columbus, Hocking Valley and Toledo Rwy.	19.80	9	846.45	.....	846.45	42.75	.....	
21078	Cincinnati and Dodds	Cincinnati, Lebanon and Northern Rwy.	37.60	10.73	1,960.84	.....	1,960.84	52.15	.....	
21079	Solon and Chagrin Falls.....	Chagrin Falls and Southern R. R.	5.57	24	238.11	.....	238.11	42.75	.....	
21080	Toledo and Bowerstown	Wheeling and Lake Erie Rwy.	175.62	6.06	14,114.57	.....	14,114.57	80.37	.....	
21081	Delphos and Carey	Cleveland and Western Rwy.	56.68	6	2,616.92	.....	2,616.92	46.17	.....	
21082	St. Mary's and Minster	Lake Erie and Western Rwy.	10.23	9	437.33	.....	437.33	42.75	.....	
21083	Means and Cadis	Pittsburgh, Cincinnati and St. Louis Rwy.	8.12	21	673.39	.....	673.39	82.93	.....	
21084	Logan and New Straitsville	Columbus, Hocking Valley and Toledo Rwy.	12.74	9	609.99	.....	609.99	47.88	.....	
21085	Fultonham and Redfield	Columbus and Eastern R. R....	7.11	9	303.95	.....	303.95	42.75	.....	
21086	Alliance and Niles.....	Pennsylvania Company.....	27.93	9.50	1,194.00	.....	1,194.00	42.75	.....	
21087	Huron and Norwalk	Wheeling and Lake Erie Rwy.	14.13	12	604.05	.....	604.05	42.75	.....	
21088	Corning and Gallipolis.....	Kanawha and Ohio Rwy.....	74.69	6	4,087.03	.....	4,087.03	54.72	.....	
21089	Cleveland, Ohio, and Chicago, Ill....	New York, Chicago and St. Louis R. R.	339.33	6	25,819.61	.....	25,819.61	76.09	.....	
21090	Marion, Ohio, and Chicago Junction (n. o.) Ind.	Chicago and Atlantic Rwy ...	250.70	14.80	19,075.76	.....	19,075.76	76.09	.....	
21091	Toledo and Findlay.....	Toledo, Columbus and Southern Rwy.	44.02	12	2,145.09	.....	2,145.09	48.73	.....	
21092	Canton and Coshocton	Cleveland and Canton R. R....	56.05	15	4,025.51	.....	4,025.51	71.82	.....	
21093	New Galilee, Pa., and New Lisbon, Ohio.	Pittsburgh, Marion and Chicago Rwy.	25.94	7.22	1,153.29	.....	1,153.29	44.46	.....	
21094	Columbus and Midland City.....	Columbus and Cincinnati Midland R. R.	72.22	21	6,236.19	.....	6,236.19	86.35	.....	
21095	Buffalo, N. Y., and Cleveland, Ohio .	Lake Shore and Michigan Southern Rwy.	183.26	35.49	633,757.39	178,365.25	812,122.74	1,178.06	390.00	
	Cleveland and Elyria		25.06						390.00	
	Elyria and Millbury		79.77						325.00	
	Millbury and Toledo.....		8.07						390.00	
	Toledo, Ohio, and Elkhart, Ind.....		142.99						200.00	
	Elkhart, Ind., and Chicago, Ill.....		101.20						390.00	
21096	Marietta and Stewart.....	Marietta, Columbus and Northern R. R.	29.90	6	1,533.87	.....	1,533.87	51.30	.....	
21097	St. Clairsville and Barton.....	St. Clairsville Company, operating St. Clairsville and Northern Rwy.	4.36	14	186.39	.....	186.39	42.75	.....	
21098	Ashtabula and Harbor.....	Ashtabula Street R. R.....	4.01	18	171.42	.....	171.42	42.75	.....	
21099	Adelphi and Kingston.....	Cincinnati, Hocking Valley and Huntington Rwy.	10.99	12	469.82	.....	469.82	42.75	.....	

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	OHIO—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
21100	Zanesville and Marietta	Zanesville and Ohio River Rwy.	74.79	14.62	4,476.18		4,476.18	59.85		
21101	Danbury and Point Marblehead	Lakeside and Marblehead R.R.	8.00	12	342.00		342.00	42.75		
21102	Killbuck and Trinway	Cleveland, Akron and Columbus Rwy.	34.14	10.32	796.00		796.00	42.75		Pay not fixed on 15.52 miles.
21103	Darlington and Dillon	Columbus and Eastern R. R.	9.32	6	398.43		398.43	42.75		
21104	Cincinnati and Cheviot	Cincinnati and Westwood R.R.	7.50	6						Pay not fixed.
21105	Findlay and Glandorf	American Midland R. R	23.10	6						Do.
			9,971.91		2,352,635.39	439,210.65	12,791,846.04			
	INDIANA.									
22001	Indianapolis and Vincennes	Pennsylvania Company	117.26	12	8,721.79		8,721.79	74.38		
22002	Indianapolis and Terre Haute	Terre Haute and Indianapolis R. R.	74.39	55	61,759.82	16,737.75	78,497.07	830.21	225.00	
22003	Indianapolis, Ind., and Cincinnati, Ohio.	Cincinnati, Indianapolis, St. Louis and Chicago Rwy.	111.40	28.06	41,146.70	10,026.00	51,172.70	369.36	90.00	
22004	Indianapolis and Michigan City	Lake Erie and Western R. R.	161.77	17.87	16,458.47		16,458.47	101.74		
22005	Indianapolis and La Fayette	Cincinnati, Indianapolis, St. Louis and Chicago Rwy.	64.91	22	26,139.25	5,841.90	31,981.15	402.70	90.00	
22006	Columbus and Madison	Pennsylvania Company	45.58	12	3,741.20		3,741.20	82.08		
22007	Louisville, Ky., and Indianapolis, Ind.	do	110.26	23	17,816.90		17,816.90	161.59		
22008	Louisville Junction (n. o.), Ky., and Chicago, Ill.	Louisville, New Albany and Chicago Rwy.	322.40	18	51,822.57	8,060.00	59,882.57	160.74	25.00	
22009	Richmond, Ind., and Chicago, Ill	Chicago, St. Louis and Pittsburgh R. R.	226.43	14.08	29,619.30		29,619.30	130.81		
22010	Cincinnati, Ohio, and East St. Louis, Ill.	Ohio and Mississippi Rwy	338.14	28.94	109,283.46	23,669.80	132,953.26	323.19	70.00	
22011	Cambridge City and Columbus	Pennsylvania Company	63.73	12	4,359.13		4,359.13	68.40		
22012	Evansville and Terre Haute	Evansville and Indianapolis R. R.	109.71	18	15,758.74		15,758.74	143.64		
22013	Terre Haute and South Bend	Terre Haute and Indianapolis R. R.	185.56	12	12,532.72		12,532.72	67.54		
22014	State Line (n. o.) and Logansport	Chicago, St. Louis and Pittsburgh R. R.	61.27	12	5,552.90		5,552.90	90.62		

22015	North Vernon and Rushville	Cincinnati, Indianapolis, St. Louis and Chicago Rwy.	46.37	6	1,982.31		1,982.31	42.75		
		do	37.85	6	1,618.06		1,618.06	42.75		
22016	Fairland and Martinsville	Chicago, St. Louis and Pittsburgh R. R.	114.65	16.18	14,703.86		14,703.86	128.25		
22017	Bradford and Logansport	Ohio, Indiana and Western Rwy.	212.41	19	31,417.56		31,417.56	147.91		
22018	Indianapolis, Ind., and Peoria, Ill	Ohio and Mississippi Rwy	57.45	28	9,038.03		9,038.03	157.32		
22019	Louisville, Ky., and North Vernon, Ind.	Fort Wayne, Cincinnati and Louisville R. R.	102.90	6	7,306.04		7,306.04	70.96		
22020	Fort Wayne and Beeson	Grand Rapids and Indiana R. R.	92.66	12	8,397.77		8,397.77	90.63		
22021	Richmond and Fort Wayne	Cincinnati, Wabash and Michigan Rwy.	166.09	12	12,421.37		12,421.37	75.24		
22022	Anderson, Ind., and Benton Harbor, Mich.	Louisville, Evansville and St. Louis Rwy.	88.63	14	6,971.63		6,971.63	78.66		
22023	Oakland City, Ind., and Mount Vernon, Ill.	Chicago and Eastern Illinois R. R.	55.43	19	7,345.58		7,345.58	132.52		
22024	Terre Haute, Ind., and Danville, Ill.	Indianapolis and St. Louis Rwy.	73.39	24	9,286.77		9,286.77	126.54		
22025	Indianapolis and Terre Haute	Evansville and Indianapolis R. R.	98.10	8.42	6,039.03		6,039.03	61.56		
22026	Worthington and Evansville	Wabash, St. Louis and Pacific Rwy.	115.00	13	9,980.25		9,980.25	86.35		
22027	Detroit, Mich, and Butler, Ind	Chicago and Indiana Coal Rwy.	83.98	6	4,376.94		4,376.94	52.15		
22028	La Crosse and Attica	Cincinnati, La Fayette and Chicago R. R.	75.79	14.77	29,160.20	6,821.10	35,981.30	384.75	90.00	
22029	La Fayette, Ind., and Kankakee, Ill.	Evansville and Indianapolis R. R.	40.91	6	2,343.32		2,343.32	57.28		
22030	Terre Haute and Worthington	Chicago and Indiana Coal Rwy	62.32	6	3,090.44		3,090.44	49.59		
22031	Attica and Brazil	Louisville, Evansville and St. Louis Rwy.	54.36	19.76	3,950.34		3,950.34	72.67		
22032	Evansville and Jasper	Toledo, St. Louis and Kansas City R. R.	25.77	6	1,652.37		1,652.37	64.12		
22033	Frankfort and Kokomo	Louisville, Evansville and St. Louis Rwy.	16.35	19	796.73		796.73	48.73		
22034	Rockport and Rockport Junction (n. o.)	Louisville, New Albany and Corydon R. R.	8.57	18	373.65		373.65	43.60		
22035	New Salisbury and Corydon	Louisville, New Albany and Chicago Rwy.	41.53	6	1,775.40		1,775.40	42.75		
22036	Swits City and Bedford	Midland Rwy	65.87	6	2,815.94		2,815.94	42.75		
22037	Anderson and Ladoga	Louisville, New Albany and Chicago Rwy.	155.18	12.51	12,869.07		12,869.07	82.98		
22038	Indianapolis and Michigan City	Evansville and Terre Haute R. R.	38.75	6	1,656.56		1,656.56	42.75		
22039	Fort Branch and Mount Vernon									
22040	Vacant.									
22041	Stewartsville and New Harmony	Peoria, Decatur and Evansville Rwy.	7.42	12	317.20		317.20	42.75		
22042	New Castle and Rushville	Fort Wayne, Cincinnati and Louisville R. R.	24.85	6	1,062.33		1,062.33	42.75		

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	FLORIDA—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*ollars.*	*Dollars.*	
16021	Wahneta and Bartow	South Florida R. R	17.67	19	755.39		755.39	42.75		
16022	Tavares and Orlando	Tavares, Orlando and Atlantic R. R.	33.55	13	2,409.56		2,409.56	71.82		
16023	Leesville and Brooksville	Florida Southern Rwy	40.46	6	3,009.41		3,009.41	74.38		
16024	Pemberton and Bartow	South Florida R. R	57.39	6	4,072.39		4,072.39	70.96		
16025	Enterprise Junction (n. o.) and Titusville.	Jacksonville, Tampa and Key West Rwy.	40.69	12.68	3,096.10		3,096.10	76.09		
16026	Bartow and Punta Gorda	Florida Southern Rwy	75.40	6	4,963.58		4,963.58	65.83		
16027	St. Augustine and Palatka	St. Augustine and Palatka Rwy.	24.90	12	1,064.47		1,064.47	42.75		
16028	Sanford and Tavares	Jacksonville, Tampa and Key West Rwy.	29.95	6	1,331.57		1,331.57	44.46		
16029	Monroe (n. o.) and St. Petersburgh	Orange Belt Rwy	149.29	7.25	9,318.05		9,318.05	62.42		
16030	Jacksonville and Pablo Beach	Jacksonville and Atlantic R. R.	17.38	6	742.99		742.99	42.75		
16031	Palatka and Daytona	St. John's and Halifax R. R.	54.24	6	3,292.36		3,292.36	60.70		
16032	Lake City and Fort White	Savannah, Florida and Western Rwy.	21.93	12	937.50		937.50	42.75		
16033	Ocala and Homosassa	Silver Springs, Ocala and Gulf R. R.	48.98	6	2,093.89		2,093.89	42.75		
16034	Tavares and Clermont	Tavares, Apopka and Gulf R. R.	29.34	6	1,254.28		1,254.28	42.75		
16035	Thomasville, Ga., and Monticello, Fla.	Savannah, Florida and Western Rwy.	24.84	14	1,104.38		1,104.38	44.46		
16036	Jacksonville and Mayport	Jacksonville, Mayport, Pablo Rwy. and Navigation Co.	18.61	6	795.57		795.57	42.75		
			1,975.23		152,741.13		152,741.13			
	ALABAMA.									
17001	Montgomery, Ala., and West Point, Ga.	Western Rwy. Co. of Alabama	86.60	21	21,546.08	4,330.00	25,876.08	248.80	50.00	
17002	Montgomery and Selma	do	51.20	20	5,734.40		5,734.40	112.00		
17003	Montgomery and Eufaula	Montgomery and Eufaula Rwy	80.57	17.04	9,161.61		9,161.61	113.71		
17004	Montgomery and Decatur	South and North Alabama R. R.	183.86	14	24,396.28	4,596.60	28,992.88	132.69	25.00	All land grant.

	Transfer (n. o.), Iowa.	....do	489.90	20.22	111,036.93	28,321.00	139,357.93	208.83 254.79	65.00 50.00 75.00	grant, Cedar Rapids to U. P. Transfer (n. o.) R. P. O., $65 for 219.40 miles; $50 for 249.10 miles; and $75 for 21.40 miles.
23004	Elgin, Ill., and Lake Geneva, Wis	....do	43.79	16.37	1,984.56	.....	1,984.56	45.32	.....	
23005	Rock Island and East St. Louis	Chicago, Burlington and Quincy R. R.	247.71	15.52	32,405.42	.....	32,405.42	130.82	.....	
23006	Sidell and Olney	Chicago and Ohio River R. R.	88.31	6	3,689.75	.....	3,689.75	42.75	.....	
23007	Chicago, Ill., and Burlington, Iowa	Chicago, Burlington and Quincy R. R.	206.00	50.38	208,537.92	59,635.00	268,172.92	1,012.32	300.00 250.00	R. P. O., $300 per mile for 162.70 miles; $250 per mile for 43.30 miles.
23008	Rushville and Yates City	....do	63.27	8.86	5,193.20	.....	5,193.20	82.08	.....	
23009	Peoria and Rio	....do	66.10	19.19	7,742.95	.....	7,742.95	117.14	.....	
23010	Galesburgh and Quincy	....do	100.61	20	26,065.03	7,545.75	33,610.78	259.07	75.00	
23011	Burlington and Quincy	....do	72.42	6	5,077.36	.....	5,077.36	70.11	.....	
23012	Streator and Aurora	....do	60.97	12	6,307.95	.....	6,307.95	103.46	.....	
23013	Mendota and Fulton	....do	64.82	14.09	3,824.38	.....	3,824.38	59.00	.....	
23014	Sterling and Shabbona	....do	47.97	7.31	2,091.97	.....	2,091.97	43.61	.....	
23015	Chicago, Ill., and Davenport, Iowa	Chicago, Rock Island and Pacific Rwy.	182.63	21.63	45,127.87	11,870.95	56,998.82	247.10	65.00	
23016	Bureau and Peoria	....do	47.13	12	5,883.23	.....	5,883.23	124.83	.....	
23017	Chicago and East St. Louis	Chicago and Alton R. R	281.10	19.22	77,389.64	25,299.00	102,688.64	275.31	90.00	
23018	Bloomington and Roodhouse	....do	111.28	15.30	11,036.75	.....	11,036.75	99.18	.....	
23019	Washington and Dwight	....do	70.12	7.61	3,477.25	.....	3,477.25	49.59	.....	
23020	Chicago and Cairo	Illinois Central R. R	365.53	19.40	67,005.30	17,633.30	84,638.60	183.31	140.00 50.00	All land grant. R. P. O., $140 per mile for 55.87 miles; and $50 per mile for 196.23 miles.
23021	Dubuque, Iowa, and Centralia, Ill	....do	343.27	14.32	45,078.21	9,776.90	54,855.11	131.32	65.00 25.00	All land grant. R. P. O., $65 per mile for 69.56 miles; and $25 per mile for 210.22 miles.
23022	Joliet, Ill., and Lake Station, Ind	Michigan Central R. R	45.15	6	1,930.16	.....	1,930.16	42.75	.....	
23023	Decatur and East St. Louis	Wabash, St. Louis and Pacific Rwy.	118.66	20	28,376.35	8,524.50	36,900.85	249.66	75.06	
23024	Peoria, Ill., and Evansville, Ind	Peoria, Decatur and Evansville Rwy.	250.56	12	19,280.59	.....	19,280.59	76.95	.....	
23025	Hannibal, Mo., and Bluffs, Ill	Wabash, St. Louis and Pacific Rwy.	50.36	18	5,166.98	.....	5,166.98	102.60	.....	
23026	Effingham, Ill., and Switz City, Ind	Indiana and Illinois Southern R. R.	90.97	6	3,888.96	.....	3,888.96	42.75	.....	
23027	State Line (n. o.) and Warsaw	Toledo, Peoria and Western Rwy.	229.20	12.75	25,475.58	.....	25,475.58	111.15	.....	
23028	Mounds Junction and Mound City	Illinois Central R. R	2.96	12	126.54	.....	126.54	42.75	.....	
23029	Champaign Havana	....do	101.64	8.91	5,996.76	.....	5,996.76	59.00	.....	

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

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	ILLINOIS—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
23030	East St. Louis and El Dorado	St. Louis, Alton and Terre Haute R. R.	121.65	14.18	15,706.28		15,706.28	129.11		
23031	Belleville and O'Fallon	Louisville and Nashville R. R.	6.80	9	290.70		290.70	42.75		
23032	East St. Louis, Ill., and Nashville, Tenn.	do	318.78	15.18	50,150.46		50,150.46	157.32		
23033	Beardstown and Shawneetown	Ohio and Mississippi Rwy.	229.08	12	13,318.71		13,318.71	58.14		
23034	Springfield and Gilman	Illinois Central R. R.	112.71	12	7,323.89		7,323.89	64.96		
23035	Chicago, Ill., and Milwaukee, Wis	Chicago, Milwaukee and St. Paul Rwy.	85.98	48.25	76,233.30	17,196.00	93,311.30	886.64	200.00	
23036	Aurora and Forreston	Chicago and Iowa R. R.	81.60	12	14,651.28		14,651.28	179.55		
23037	Vincennes, Ind., and St. Francisville, Ill.	Anthony J. Thomas and Charles Edward Tracy, receivers of the Cairo Division of the Wabash, St. Louis and Pacific Rwy.	10.88	12	567.50		567.50	52.16		
23038	Peoria and Jacksonville	Chicago, Peoria and St. Louis Rwy.	84.26	12	5,835.84		5,835.84	69.26		
23039	Carbondale and Grand Tower	Grand Tower and Carbondale R. R.	26.80	12	1,099.87		1,099.87	41.04		
23040	Peoria and Rock Island	Rock Island and Peoria Rwy.	91.82	12	8,243.59		8,243.59	89.78		
23041	Quincy, Ill., and Hannibal, Mo.	Chicago, Burlington and Quincy R. R.	19.18	10.07	1,344.70		1,344.70	70.11		
23042	Chicago and Danville	Chicago and Eastern Illinois R. R.	124.68	22.27	17,695.83		17,695.83	141.93		
23043	Streator and Fairbury	Wabash, St. Louis and Pacific Rwy.	32.05	9.86	1,370.13		1,370.13	42.75		
23044	Danville and Tuscola	Chicago and Eastern Illinois R. R.	50.49	8.79	2,287.70		2,287.70	45.31		
23045	Marion and Harrison Station (n. o.)	St. Louis, Alton and Terre Haute R. R.	27.21	9.47	1,163.22		1,163.22	42.75		
23046	Jacksonville and Drivers	Jacksonville Southeastern Rwy.	130.91	11.20	7,611.10		7,611.10	58.14		
23047	Chester and Tamaroa	Wabash, Chester and Western R. R.	42.90	11.76	2,861.00		2,861.00	66.69		
23048	Terre Haute, Ind., and Peoria, Ill.	Terre Haute and Peoria R. R.	177.60	6	10,021.96		10,021.96	56.42		
23049	Springfield and Havana	Chicago, Peoria and St. Louis Rwy.	48.25	7.75	2,186.60		2,186.60	45.32		

23050	Danville and Cairo	Anthony J. Thomas and Charles Edward Tracy, receivers of the Cairo Division of the Wabash, St. Louis and Pacific Rwy.	261.06	12.21	17,856.62		17,856.62	68.40	
23051	Ancona and Pekin	Chicago, Santa Fé and California Rwy.	97.50	6	2,802.55		2,802.55	43.74	
23052	Courtland and Sycamore	Chicago and Northwestern Rwy.	4.94	9	211.18		211.18	42.75	
23053	East St. Louis and Cairo	Mobile and Ohio R. R.	153.54	8.14	11,552.34		11,552.34	75.24	
23054	Chicago and Lanark Junction (n. o).	Chicago, Milwaukee and St. Paul Rwy.	116.60	17.60	23,627.82	2,915.00	26,542.82	202.64	25.00
23055	Decatur, Ill., and Indianapolis, Ind	Indianapolis, Decatur and Springfield Rwy.	154.26	13	16,487.30		16,487.30	106.88	
23056	Geneva and Aurora	Chicago and Northwestern Rwy.	10.31	30	573.02		573.02	55.58	
23057	Rochelle and Rockford	Chicago and Iowa R. R	27.72	6	1,185.03		1,185.03	42.75	
23058	West Lebanon, Ind., and Le Roy, Ill	Illinois Central R. R.	74.99	6	3,205.82		3,205.82	42.75	
23059	Rock Island and Cable	Rock Island and Peoria Rwy.	27.35	6	1,169.21		1,169.21	42.75	
23060	Barnett and Kampsville	Litchfield, Carrollton and Western R. R.	52.42	8.61	2,240.95		2,240.95	42.75	
23061	Alton Junction (n. o.) and Chicago and Alton Junction (n. o.).	Indianapolis and St. Louis Rwy.	4.20	12	179.55		179.55	42.75	
23062	Kankakee and Bloomington	Illinois Central R. R.	86.38	7.95	3,692.74		3,692.74	42.75	
23063	Shumway and Effingham	Wabash, St. Louis and Pacific Rwy.	9.24	6	537.21		537.21	58.14	
23064	Kempton and Kankakee Junction (n. o.).	Illinois Central R. R.	43.01	6	1,838.67		1,838.67	42.75	
23065	Sidney and Champaign	Wabash, St. Louis and Pacific Rwy.	12.29	6	525.39		525.39	42.75	
23066	Chicago and Altamont	do	215.84	10.95	19,192.49		19,192.49	88.92	
23067	Havana and Galesburgh	Fulton County Narrow Gauge Rwy.	60.45	6	2,842.96		2,842.96	47.03	
23068	Peoria, Ill., and Oskaloosa, Iowa	Central Iowa Rwy	191.30	6	9,323.96		9,323.96	48.74	
23069	Kankakee and Seneca	Kankakee and Seneca R. R.	43.56	6	1,862.19		1,862.19	42.75	
23070	Galva and Gladstone	Chicago, Burlington and Quincy R. R.	74.54	12	5,035.17		5,035.17	67.55	
23071	Aurora and Turner	do	13.01	6	556.17		556.17	42.75	
23072	Elmwood and Buda	do	44.98	9	2,692.05		2,692.05	59.85	
23073	Oregon, Ill., and St. Paul, Minn	Chicago, Burlington and Northern R. R.	333.31	11.14	27,074.77		27,074.77	81.23	
23074	Varna and Lacon	Chicago and Alton R. R	10.66	12	455.71		455.71	42.75	
23075	Maysville and Pittsfield	Wabash, St. Louis and Pacific Rwy.	6.80	19	337.21		337.21	49.59	
23076	La Harpe, Ill., and Burlington, Iowa	Toledo, Peoria and Western Rwy.	20.10	12	859.27		859.27	42.45	
23077	White Heath and Decatur	Illinois Central R. R.	31.98	6	1,613.39		1,613.39	50.45	
23078	McLeansborough and Shawneetown	Louisville and Nashville R. R.	41.22	6	1,762.15		1,762.15	42.75	
23079	Fall Creek, Ill., and Louisiana, Mo	Chicago, Burlington and Quincy R. R.	32.10	6	1,399.88		1,399.88	43.61	
23080	Wellington and Cissna Park	Chicago and Eastern Illinois R. R.	12.72	6	543.78		543.78	42.75	

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	ILLINOIS—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
23081	Clayton, Ill., and Keokuk, Iowa	Wabash, St. Louis and Pacific Rwy.	43.09	12	2,726.30		2,726.30	63.27		
23082	Streator, Ill., and Knox, Ind	Indiana, Illinois and Iowa R. R.	119.82	6	5,122.30		5,122.30	42.75		
23083	Springfield and Grafton	St. Louis and Central Illinois R. R.	85.30	12	4,084.16		4,084.16	47.88		
23084	Sterling and Barstow	Chicago, Burlington and Quincy R. R.	40.75	13.82	2,264.88		2,264.88	55.58		
23085	Murphysborough and Pinckneyville	St. Louis, Alton and Terre Haute R. R.	23.33	6.82	997.35		997.35	42.75		
23086	Buckingham and Clarke City	Illinois Central R. R.	9.72	6	415.53		415.53	42.75		
23087	Caledonia and Spring Valley	Chicago and Northwestern Rwy.	86.20	6.73	3,685.05		3,685.05	42.75		
23088	East St. Louis and Belleville	Illinois and St. Louis R. R. and Coal Co.	15.35	6	656.21		656.21	42.75		
23089	Chicago, Ill., and Rugby Junction (n. o.).	Wisconsin and Minnesota R. R.	117.60	13	12,569.08		12,569.08	106.88		
23090	Savanna and Fulton	Chicago, Burlington and Northern R. R.	18.57	13	1,047.90		1,047.90	56.43		
23091	Galewood (n. o.) and Dunning	Chicago, Milwaukee and St. Paul Rwy.	2.80	12	119.70		119.70	42.75		
23092	Galena and Galena Junction (n. o.).	Chicago, Burlington and Northern R. R.	3.79	12	162.02		162.02	42.75		
23093	Springfield and Litchfield	St. Louis and Chicago Rwy.	45.64	6	2,185.24		2,185.24	47.88		
23094	Geneva and St. Charles	Chicago and Northwestern Rwy.	3.21	21	137.22		137.22	42.75		
23095	Chicago, Ill., and Dubuque, Iowa	Chicago, St. Paul and Kansas City Rwy.	167.33	13	17,316.49		17,316.49	111.15		$22.23 per mile on 14.42 miles, lap service.
23096	Rockford and Rockton	Chicago, Milwaukee and St. Paul Rwy.	16.37	15	1,805.44		1,805.44	22.23 110.29		
23097	Marion, Ill., and Paducah, Ky	St. Louis, Alton and Terre Haute R. R.	57.01	6	655.78		655.78	42.75		Pay not fixed on 41.67 miles.
23098	Chicago, Ill., and Kansas City, Mo	Chicago, Santa Fé and California Rwy.	454.82	14.71	38,109.36		38,109.36	83.79		
23099	Rondout and Libertyville	Chicago, Milwaukee and St. Paul Rwy.	3.28	6	140.22		140.22	42.75		

23100	Millstadt Junction (n. o.) and Millstadt.	Mobile and Ohio R. R.	7	6						
23101	Chicago and Evanston	Chicago, Milwaukee and St. Paul Rwy.	12.60	12	538.65		538.65	42.75		
23102	Streator and Walnut	Chicago, Burlington and Quincy R. R.	59.93	6	2,561.58		2,561.58	42.75		
23103	Freeport, Ill., and Madison, Wis	Illinois Central R. R. Co., lessee of Chicago, Madison and Northern R. R.	63.10	6	4,590.46		4,590.46	72.68		
23104	Red Oak, Ill., and Dodgeville, Wis	Illinois Central R. R.	57.35	6	2,697.17		2,697.17	47.03	25.00	Pay not fixed for transportation.
23105	Chicago and Freeport	do	114.44	6		2,661.00				
			9,722.58		1,305,909.04	198,565.40	1,504,474.44			
	MICHIGAN.									
24001	Toledo, Ohio, and Detroit, Mich.	Lake Shore and Michigan Southern Rwy.	64.97	23.26	10,942.89		10,942.89	168.43		
24002	Monroe and Adrian	do	34.96	12	2,301.41		2,301.41	65.83		
24003	Adrian and Jackson	do	47.26	12	4,444.80		4,444.80	94.05		
24004	White Pigeon and Grand Rapids	do	96.35	12	12,851.16		12,851.16	133.38		
24005	Jonesville and Lansing	do	60.95	7.41	3,293.12		3,293.12	54.03		All land grant.
24006	Detroit and Jackson	Michigan Central R. R.	76.06	66.83	26,922.95	7,986.80	34,909.25	353.97	105.00	
24007	Kalamazoo and South Haven	do	40.09	12	2,227.80		2,227.80	55.57		
24008	Jackson and Niles	do	104.25	9.7	9,091.64		9,091.64	87.21		
24009	Jackson and Bay City	do	115.36	6.8	12,956.37		12,956.37	129.96 103.96		78.30 miles land grant, Lansing to Bay City.
24010	Jackson and Grand Rapids	do	94.68	25	16,028.37	3,787.20	19,815.57	169.29	40.00	
24011	Slocum Junction (n. o.) and Grosse Isle.	do	2.41	6	103.02		103.02	42.75		
24012	Niles, Mich., and South Bend, Ind.	do	12.13	6	518.13		518.13	42.75		
24013	Detroit and Mackinaw City	do	291.29	12.75	38,126.87		38,126.87	149.62 119.69		182.29 miles land grant, Bay City to Mackinaw City.
24014	Saginaw and Caro	do	35.85	14.23	1,900.40		1,900.40	53.01		
24015	Monroe and Ludington	Flint and Pere Marquette R. R.	254.41	17.63	31,064.01		31,064.01	141.07 112.86		171.06 miles land grant, Flint to Ludington.
24016	Ionia and Big Rapids	Detroit, Lansing and Northern R. R.	68.08	12	5,588.00		5,588.00	82.08		
24017	Detroit and Howard City	do	160.68	7.41	22,941.89		22,941.89	142.78		
24018	Fort Wayne, Ind., and Mackinaw City, Mich.	Grand Rapids and Indiana R. R.	369.26	10.01	41,129.06		41,129.06	108.75 185.94		333.51 miles land grant, Fort Wayne to Petoskey.
24019	Toledo, Ohio, and Allegan, Mich.	Cincinnati, Jackson and Mackinaw R. R.	156.92	7.47	9,615.35		9,615.35	24.80 67.54		Toledo to Dundee, 23 miles, at $24.80 per mile.
24020	Toledo, Ohio, and Mount Pleasant, Mich.	Toledo, Ann Arbor and North Michigan Rwy.	170.99	7.61	17,688.91		17,688.91	103.45		
24021	Grand Rapids, Mich., and La Crosse, Ind.	Chicago and West Michigan Rwy.	154.18	11.25	21,222.87		21,222.87	137.65		
24022	Big Rapids and Holland	do	91.63	8.75	8,068.93		8,068.93	88.06		
24023	Allegan and Holland	do	24.61	12	1,346.65		1,346.65	54.72		

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	MICHIGAN—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
24024	Ypsilanti and Hillsdale	Lake Shore and Michigan Southern Rwy.	61.51	6	3,312.92		3,312.92	53.86		
24025	Zion and East Saginaw	Port Huron and Northwestern Rwy.	79.10	12	5,071.89		5,071.89	64.12		
24026	Grand Rapids and Baldwin	Chicago and West Michigan Rwy.	74.99	6	5,834.22		5,834.22	77.80		
24027	Detroit and Grand Haven	Detroit, Grand Haven and Milwaukee Rwy.	188.44	6	26,745.28		26,745.28	141.93		
24028	Detroit and Fort Gratiot	Chicago, Detroit and Canada Grand Trunk Junction R. R.	58.97	12	9,176.32		9,176.32	155.61		
24029	Jackson, Mich., and Fort Wayne, Ind.	Lake Shore and Michigan Southern Rwy.	100.40	12	7,210.72		7,210.72	71.82		
24030	East Saginaw and Ithaca	Saginaw Valley and St. Louis R. R.	45.96	6.45	3,300.84		3,300.84	71.82		
24031	Fort Howard, Wis., and Ishpeming, Mich.	Chicago and Northwestern Rwy.	180.08	12.28	22,540.61		22,540.61	125.17		All land grant.
24032	Powers and Crystal Falls	do	57.75	14	4,295.44		4,295.44	74.38		
24033	Lenox and Jackson	Michigan Air Line Rwy	106.47	6.80	7,282.54		7,282.54	68.40		
24034	Walton and Traverse City	Traverse City R. R	26.22	6	1,927.95		1,927.95	73.53		
24035	Toledo, Ohio, and Detroit, Mich	Michigan Central R. R	59.30	13	11,610.34		11,610.34	195.79		
24036	Trenton and Corbus Junction (n. o.)	Lake Shore and Michigan Southern Rwy.	37.23	6	1,846.23		1,846.23	49.59		
24037	St. Clair and Lenox	Michigan Central R. R	16.06	6	1,043.57		1,043.57	64.98		
24038	Iron River Junction (n. o.) and Watersmeet.	Chicago and Northwestern Rwy.	54.79	7	2,342.27		2,342.27	42.75		
24039	Fort Gratiot, Mich., and Chicago, Ill.	Chicago and Grand Trunk Rwy.	337.56	13	42,127.61		42,127.61	124.83		
24040	Marquette and Houghton	Duluth, South Shore and Atlantic Rwy.	94.82	7.75	6,550.16		6,550.16	69.08		All land grant.
24041	Alma and Howard City	Detroit, Lansing and Northern R. R.	42.90	12	3,081.07		3,081.07	71.82		
24042	Port Huron and Port Austin	Port Huron and Northwestern Rwy.	87.98	12	6,619.61		6,619.61	75.24		
24043	Coleman and Mount Pleasant	Flint and Pere Marquette R. R.	15.03	6	732.41		732.41	48.73		
24044	Clare and Meredith	do	32.06	6	1,370.56		1,370.56	42.75		

21025	Cincinnati, Ohio, and Richmond, Ind	Chicago, St. Louis and Pittsburgh R. R.	74.63	19	9,964.14	.....	9,484.14	123.38	.....	
21026	Cincinnati and Dayton	Cincinnati, Hamilton and Dayton R. R.	58.38	37.28	12,428.51	1,459.50	13,888.01	212.89	25.00	
21027	Xenia and Springfield	Pittsburgh, Cincinnati and St. Louis Rwy.	20.07	16.50	1,664.40	.....	1,664.40	82.98	.....	
21028	Cincinnati, Ohio, and Parkersburgh, W. Va.	Cincinnati, Washington and Baltimore R. R.	195.30	24.12	80,151.12	15,624.00	95,775.12	410.40	80.00	
21029	Morrow and Trinway	Cincinnati and Muskingum Valley Rwy.	148.61	12.50	12,960.27	.....	12,960.27	87.21	.....	
21030	Dayton, Ohio, and Richmond, Ind	Pittsburgh, Cincinnati and St. Louis Rwy.	42.08	19	5,720.35	.....	5,720.35	135.94	.....	
21031	Harrison, Ohio, and Beeson, Ind	White Water R. R.	48.92	6	3,597.08	.....	3,597.08	73.53	.....	
21032	Pittsburgh, Pa., and Columbus, Ohio	Pittsburgh, Cincinnati and St. Louis Rwy.	193.85	65.40	213,642.08	63,001.25	276,643.33	1,102.10	325.00	
21033	Columbus and Springfield	Cincinnati, Sandusky and Cleveland R. R.	46.03	22	6,099.89	.....	6,099.89	132.52	.....	
21034	Salamanca, N. Y., and Dayton, Ohio	New York, Lake Erie and Western R. R.	388.82	31.05	52,191.30	.....	52,191.30	134.23	.....	
21035	Vacant.									
21036	Columbus and Athens	Columbus, Hocking Valley and Toledo Rwy.	77.90	18	8,191.96	.....	8,191.96	105.16	.....	
21037	Niles and New Lisbon	New York, Lake Erie and Western R. R.	34.01	12	1,948.09	.....	1,948.09	57.28	.....	
21038	Newark and Shawnee	Baltimore and Ohio R. R.	44.04	13	2,070.76	.....	2,070.76	47.02	.....	
21039	Delphos and Dayton	Dayton, Fort Wayne and Chicago Rwy.	95.43	6	4,650.30	.....	4,650.30	48.73	.....	
21040	Marietta and Valley Junction (n. o.)	Cleveland and Marietta Rwy.	106.03	12	8,159.00	.....	8,159.00	76.95	.....	
21041	Lorain and Bellaire	Cleveland, Lorain and Wheeling R. R.	160.49	10.47	13,996.32	.....	13,996.32	87.21	.....	
21042	Cleveland and Cincinnati	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	241.92	29.70	78,391.75	14,089.50	92,481.25	324.04	75.00	R. P. O., Cleveland and Galion, 79.74 miles, at $75 per mile; Galion and Cincinnati, 162.18 miles, at $50 per mile.
21043	Mansfield and Toledo	Pennsylvania Company	86.25	21	6,415.27	.....	6,415.27	74.38	.....	
21044	Ashtabula, Ohio, and Mahoningtown, Pa.	do	78.81	9.39	4,042.95	.....	4,042.95	51.30	.....	
21045	Toledo, Ohio, and Elkhart, Ind	Lake Shore and Michigan Southern Rwy.	133.97	25.50	82,242.84	25,454.30	107,697.14	613.89	190.00	
21046	Painesville and Youngstown	Pittsburgh and Western Rwy.	61.70	12	2,413.75	.....	2,413.75	47.88	.....	16.21 miles, Warren to Youngstown, at $14.54 per mile.
21047	Chicago, Ohio, and Chicago, Ill	Baltimore and Ohio R. R.	271.28	20	51,722.24	10,851.20	62,573.44	190.66	40.00	
21048	Morgan Junction and Cumberland	Cincinnati, Wheeling and New York R. R.	17.70	9	756.67	.....	756.67	42.75	.....	
21049	Marietta and Parkersburgh	Cincinnati, Washington and Baltimore R. R.	14.06	21	1,214.08	.....	1,214.08	86.35	.....	
21050	Deshler and Findlay	Columbus, Findlay and Northern R. R.	19.66	20.62	840.45	.....	840.45	42.75	.....	
21051	Columbus and Coal Grove	Sciota Valley R. R.	132.45	19	17,892.67	.....	17,892.67	135.09	.....	

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of *route*.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	MICHIGAN—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
24076	Ashley and Muskegon	Toledo, Saginaw and Muskegon Rwy.	96.24	6	4,689.77		4,689.77	48.73		
24077	Kalamazoo and Hastings	Kalamazoo and Hastings Construction Company (Limited), operating the Chicago, Kalamazoo and Saginaw Rwy.	31.08	9.77	1,328.67		1,328.67	42.75		
24078	Ludington and Stetson	Mason and Oceana R. R.	29.15	6.41	1,246.16		1,246.16	42.75		
24079	Grand Ledge and Grand Rapids	Detroit, Lansing and Northern R. R.	53.95	19	4,566.86		4,566.86	84.65		
24080	Jackson, Mich., and Chicago, Ill	Michigan Central R. R	210.16	34.85	64,506.51	13,660.40	78,166.91	306.94	65.00	
24081	Nestoria, Mich., and Iron River, Wis	Duluth, South Shore and Atlantic Rwy.	167.34	6	7,153.78		7,153.78	42.75		
24082	Sturgis and Battle Creek	St. Louis, Sturgis and Battle Creek R. R.	41.90	6						
24083	Durand and East Saginaw	Toledo, Ann Arbor and North Michigan Rwy. Company, lessee of the Toledo, Saginaw and Mackinaw Rwy.	39.96	6						
24084	Manistee and Onekama	Manistee and Northeastern R. R.	13.76	6						
			5,975.24		622,972.99	25,433.90	648,406.89			
	WISCONSIN.									
25001	Milwaukee, Wis., and North McGregor, Iowa.	Chicago, Milwaukee and St. Paul Rwy.	195.98	15.82	32,172.07	4,899.50	37,061.57	164.16	25.00	
25002	Milwaukee and La Crosse	do	198.42	38.94	137,247.11	34,723.50	171,970.61	691.70	175.00	
25003	Milwaukee and Berlin	do	97.22	12	10,639.75		10,639.75	109.44		
25004	Milton Junction and Shullsburgh	do	75.50	11.40	6,391.07		6,391.07	84.65		
25005	Watertown and Madison	do	38.97	12	3,765.28		3,765.28	96.62		
25006	Horicon and Portage	do	52.24	7.27	4,064.79		4,064.79	77.81		
25007	Rush Lake and Winneconne	do	14.84	6	634.41		634.41	42.75		
25008	Oshkosh and Ripon	do	20.40	12	1,779.08		1,779.08	87.21		

21073	Cleveland and Zoar Station	Valley Rwy	75.97	15.50	5,845.89		5,845.89	76.95	
21074	Logan and Pomeroy	Columbus, Hocking Valley and Toledo Rwy.	83.76	12	7,519.13		7,519.13	89.77	
21075	Addison, Mich., and Franklin, Ohio	Cincinnati, Jackson and Mackinaw R. R.	190.20	6.12	11,708.71		11,708.71	61.56	
21076	Akron, Ohio, and Mahoningtown, Pa	Pittsburgh and Western Rwy.	78.27	6.71	4,349.46		4,349.46	55.57	
21077	Nelsonville and New Straitsville	Columbus, Hocking Valley and Toledo Rwy.	19.80	9	846.45		846.45	42.75	
21078	Cincinnati and Dodds	Cincinnati, Lebanon and Northern Rwy.	87.60	10.73	1,960.84		1,960.84	52.15	
21079	Solon and Chagrin Falls	Chagrin Falls and Southern R. R.	5.57	24	238.11		238.11	42.75	
21080	Toledo and Bowerstown	Wheeling and Lake Erie Rwy.	175.62	6.06	14,114.57		14,114.57	80.37	
21081	Delphos and Carey	Cleveland and Western Rwy.	56.68	6	2,616.92		2,616.92	46.17	
21082	St. Mary's and Minster	Lake Erie and Western Rwy.	10.23	9	437.33		437.33	42.75	
21083	Means and Cadiz	Pittsburgh, Cincinnati and St. Louis Rwy.	8.12	21	673.39		673.39	82.93	
21084	Logan and New Straitsville	Columbus, Hocking Valley and Toledo Rwy.	12.74	9	609.99		609.99	47.88	
21085	Fultonham and Redfield	Columbus and Eastern R. R.	7.11	9	303.95		303.95	42.75	
21086	Alliance and Niles	Pennsylvania Company	27.93	9.50	1,194.00		1,194.00	42.75	
21087	Huron and Norwalk	Wheeling and Lake Erie Rwy.	14.13	12	604.05		604.05	42.75	
21088	Corning and Gallipolis	Kanawha and Ohio Rwy.	74.69	6	4,087.03		4,087.03	54.72	
21089	Cleveland, Ohio, and Chicago, Ill.	New York, Chicago and St. Louis R. R.	339.33	6	25,819.61		25,819.61	76.09	
21090	Marion, Ohio, and Chicago Junction (n. o.) Ind.	Chicago and Atlantic Rwy	250.70	14.80	19,075.76		19,075.76	76.09	
21091	Toledo and Findlay	Toledo, Columbus and Southern Rwy.	44.02	12	2,145.09		2,145.09	48.73	
21092	Canton and Coshocton	Cleveland and Canton R. R.	56.05	15	4,025.51		4,025.51	71.82	
21093	New Galilee, Pa., and New Lisbon, Ohio.	Pittsburgh, Marion and Chicago Rwy.	25.94	7.22	1,153.29		1,153.29	44.46	
21094	Columbus and Midland City	Columbus and Cincinnati Midland R. R.	72.22	21	6,236.19		6,236.19	86.35	
21095	Buffalo, N. Y., and Cleveland, Ohio	Lake Shore and Michigan Southern Rwy.	183.26	35.49	633,757.39	178,365.35	812,122.74	1,178.06	390.00
	Cleveland and Elyria		25.06						390.00
	Elyria and Millbury		79.77						325.00
	Millbury and Toledo		8.07						390.00
	Toledo, Ohio, and Elkhart, Ind.		142.90						200.00
	Elkhart, Ind., and Chicago, Ill.		101.20						390.00
21096	Marietta and Stewart	Marietta, Columbus and Northern R. R.	29.90	6	1,533.87		1,533.87	51.30	
21097	St. Clairsville and Barton	St. Clairsville Company, operating St. Clairsville and Northern Rwy.	4.36	14	186.39		186.39	42.75	
21098	Ashtabula and Harbor	Ashtabula Street R. R.	4.01	18	171.42		171.42	42.75	
21099	Adelphi and Kingston	Cincinnati, Hocking Valley and Huntington Rwy.	10.99	12	469.82		469.82	42.75	

C.—*Railroad service as in operation on the 30th of June, 1889*—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	WISCONSIN—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
25027	Fort Howard, Wis., and Winona, Minn.	Green Bay, Winona and St. Paul R. R.	214.88	6	14,515.14	.....	14,515.14	67.55	.....	
25028	Hudson and Bayfield	Chicago, St. Paul, Minneapolis and Omaha Rwy.	181.11	13.27	13,255.44	.....	13,255.44	73.19	.....	All land grant
25029	Lone Rock and Richland Centre	Chicago, Milwaukee and St. Paul Rwy.	16.33	12	907.62	.....	907.62	55.58	.....	
25030	Elroy, Wis., and St. Paul, Minn.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	196.69	20.26	22,332.18	.....	22,332.18	113.54	.....	Do.
25031	Tomah and Minocqua	Chicago, Milwaukee and St. Paul Rwy.	161.96	6	11,631.96	.....	11,631.96	71.82	.....	
25032	Ashland Junction (n. o.) and Ashland.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	4.63	13	294.51	.....	294.51	63.61	.....	Do.
25033	River Falls Junction (n. o.) and Ellsworth.	do	25.76	9	1,211.49	.....	1,211.49	47.03	.....	
25034	Sparta and Viroqua	Chicago, Milwaukee and St. Paul Rwy.	35.76	6	2,017.98	.....	2,017.98	56.43	.....	
25035	Fond du Lac and Iron Ridge	do	28.72	12	1,227.78	.....	1,227.78	42.75	.....	
25036	Janesville and Beloit	do	15.72	12	672.03	.....	672.03	42.75	.....	
25037	Merrillon and Neillsville	Chicago, St. Paul, Minneapolis and Omaha Rwy.	15.43	15.5	672.90	.....	672.90	43.61	.....	
25038	Milwaukee and Montfort	Chicago and Northwestern Rwy.	146.37	11.06	14,142.26	.....	14,142.26	96.62	.....	
25039	Mazo Manie and Prairie du Sac	Chicago, Milwaukee and St. Paul Rwy.	10.33	12	485.81	.....	485.81	47.03	.....	
25040	Hilbert and Appleton	Milwaukee and Northern R. R.	21.94	9	937.93	.....	937.93	42.75	.....	
25041	Elkhorn and Eagle	Chicago, Milwaukee and St. Paul Rwy.	17.56	6	750.69	.....	750.69	42.75	.....	
25042	Lancaster Junction (n. o.) and Lancaster.	Chicago and Northwestern Rwy.	12.28	12	1,081.49	.....	1,081.49	88.07	.....	
25043	Ipswitch and Platteville	do	4.38	12	187.24	.....	187.24	42.75	.....	
25044	Brodhead and New Glarus	Chicago, Milwaukee and St. Paul Rwy.	22.90	12	978.97	.....	978.97	42.75	.....	
25045	Monico and Rhinelander	Milwaukee, Lake Shore and Western Rwy.	14.64	12	625.86	.....	625.86	42.75	.....	
25046	Oshkosh and Hortonville	do	23.77	9	1,016.16	.....	1,016.16	42.75	.....	

[illegible]	[illegible] (n. o.).	[illegible]	[illegible]				[illegible]	[illegible]		
25049	Manitowoc and Wausau	Milwaukee, Lake Shore and Western Rwy.	105.48	14.16	10,552.21	.....	[illegible]	56.77	.....	Land grant, Superior Junction to Superior, 63 miles.
25050	Eland and Watersmeet	do			4,132.20	.....	4,132.20	70.97	.....	
25051	Superior Junction (n. o.), Wis., and Duluth, Minn.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	70.83	13	285.99	.....	285.99	42.75	.....	
25052	Afton and Janesville	Chicago and Northwestern Rwy.	6.69	24.5	812.28	.....	812.28	49.59	.....	
25053	Red Cedar Junction (n. o.) and Menomonie.	Chicago, Milwaukee and St. Paul Rwy.	16.38	6	351.83	.....	351.83	42.75	.....	
25054	Trempealeau and Galesville	Chicago and Northwestern Rwy.	8.23	15	509.15	.....	509.15	42.75	.....	
25055	Brandon and Markesan	Chicago, Milwaukee and St. Paul Rwy.	11.91	6	892.19	.....	892.19	42.75	.....	
25056	Dexterville Junction (n. o.) and Vesper.	Wisconsin, Pittsville and Superior Rwy.	20.87	7.53	981.54	.....	981.54	42.75	.....	
25057	Menominee, Mich., and Crivitz, Wis.	Milwaukee and Northern R. R.	22.96	12	2,765.99	.....	2,765.99	48.74	.....	
25058	Clintonville and Oconto	Milwaukee, Lake Shore and Western Rwy.	56.75	12	21,212.12	.....	21,212.12	42.75	.....	
25059	Minneapolis, Minn., and Sault de Ste Marie, Mich.	Minneapolis, St. Pau and Sault Ste. Marie Rwy.	496.19	6.58	571.56	.....	571.56	42.75	.....	
25060	Antigo and Malcolm	Milwaukee, Lake Shore and Western Rwy.	13.37	6	10,556.12	.....	10,556.12	100.89	.....	
25061	Chippewa Falls, Wis., and St. Paul, Minn.	Minnesota, St. Croix and Wisconsin R. R.	104.63	13	704.52	.....	704.52	42.75	.....	
25062	Necedah Junction (n. o.) and Necedah.	Chicago and Northwestern Rwy.	16.48	9.30	8,331.25	.....	8,331.25	84.65	.....	
25063	Watersmeet, Mich., and Ashland, Wis.	Milwaukee, Lake Shore and Western Rwy.	98.42	7	2,649.51	670.00	3,319.51	158.18	40.00	
25064	Janesville and Evansville	Chicago and Northwestern Rwy.	16.75	12	672.03	.....	672.03	42.75	.....	
25065	Dexterville and Hogan	Wisconsin, Pittsville and Superior Rwy. Company, lessee of the Milwaukee, Dexterville and Northern Rwy.	15.72	6	271.46	.....	271.46	42.75	.....	
25066	Chelsea and Rib Lake	Wisconsin Central R. R	6.35	12	.....	.....	.....	.....	.....	Pay not fixed.
25067	Ashland, Wis., and Duluth, Minn.	Northern Pacific R. R	71.69	6	.....	.....	.....	.....	.....	Do.
25068	Pratt Junction and Harrison	Milwaukee, Lake Shore and Western Rwy.	17.98	6	.....	.....	.....	.....	.....	
			5,194.84		606,842.84	73,316.60	680,159.44			
	MINNESOTA.									
26001	St. Paul, Minn., and Missoula, Mont.	Northern Pacific R. R.	1,280.02	8.73	248,615.94	11,902.50	260,518.44	239.40 191.52	25.00	1,207.62 miles land grant, St. Paul to Minneapolis, and Watab to Missoula. R. P. O., St. Paul to Mandan, 476.10 miles.

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	ILLINOIS—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
23030	East St. Louis and El Dorado	St. Louis, Alton and Terre Haute R. R.	121.65	14.18	15,706.23		15,706.23	129.11		
23031	Belleville and O'Fallon	Louisville and Nashville R. R.	6.80	9	290.70		290.70	42.75		
23032	East St. Louis, Ill., and Nashville, Tenn.	do	318.78	15.13	50,150.46		50,150.46	157.32		
23033	Beardstown and Shawneetown	Ohio and Mississippi Rwy	229.08	12	13,318.71		13,318.71	58.14		
23034	Springfield and Gilman	Illinois Central R. R.	112.71	12	7,323.89		7,323.89	64.96		
23035	Chicago, Ill., and Milwaukee, Wis	Chicago, Milwaukee and St. Paul Rwy.	85.98	48.25	76,233.30	17,196.00	93,311.30	886.64	200.00	
23036	Aurora and Forreston	Chicago and Iowa R. R.	81.60	12	14,651.28		14,651.28	179.55		
23037	Vincennes, Ind., and St. Francisville, Ill.	Anthony J. Thomas and Charles Edward Tracy, receivers of the Cairo Division of the Wabash, St. Louis and Pacific Rwy.	10.88	12	567.50		567.50	52.16		
23038	Peoria and Jacksonville	Chicago, Peoria and St. Louis Rwy.	84.26	12	5,835.84		5,835.84	69.26		
23039	Carbondale and Grand Tower	Grand Tower and Carbondale R. R.	26.80	12	1,099.87		1,099.87	41.04		
23040	Peoria and Rock Island	Rock Island and Peoria Rwy.	91.82	12	8,243.59		8,243.59	89.78		
23041	Quincy, Ill., and Hannibal, Mo.	Chicago, Burlington and Quincy R. R.	19.18	10.07	1,344.70		1,344.70	70.11		
23042	Chicago and Danville	Chicago and Eastern Illinois R. R.	124.68	22.27	17,695.83		17,695.83	141.93		
23043	Streator and Fairbury	Wabash, St. Louis and Pacific Rwy.	32.05	9.86	1,370.13		1,370.13	42.75		
23044	Danville and Tuscola	Chicago and Eastern Illinois R. R.	50.49	8.79	2,287.70		2,287.70	45.31		
23045	Marion and Harrison Station (n. o.)	St. Louis, Alton and Terre Haute R. R.	27.21	9.47	1,163.22		1,163.22	42.75		
23046	Jacksonville and Drivers	Jacksonville Southeastern Rwy.	130.91	11.20	7,611.10		7,611.10	58.14		
23047	Chester and Tamaroa	Wabash, Chester and Western R. R.	42.90	11.76	2,861.00		2,861.00	66.69		
23048	Terre Haute, Ind., and Peoria, Ill.	Terre Haute and Peoria R. R.	177.60	6	10,021.98		10,021.98	56.42		
23049	Springfield and Havana	Chicago, Peoria and St. Louis Rwy.	48.25	7.75	2,186.09		2,186.09	45.33		

		Minneapolis and St. [illegible] Rwy.	60.29	11.18	3,038.59	.....	[illegible]	103.28 / 129.11	.....	grant, La Crosse [illegible] Airlie.
26021	St. Paul, Minn., and Angus, Iowa	Chicago, Milwaukee and St. Paul Rwy.	311.29	8.9	32,384.05	.....	32,384.05	46.17	.....	
26022	West Wabasha (n. o.) and Zumbrota.	do	38.30	6	1,768.31	.....	1,768.31	154.58	25.00	All land grant.
26023	La Crosse, Wis., and Flandreau, Dak.	do	269.79	16.29	41,704.13	6,744.75	48,448.88	42.75	.....	
26024	Mankato and Wells	Chicago, St. Paul, Minneapolis and Omaha Rwy.	44.99	3	1,923.32	.....	1,923.32	41.72	.....	Do.
26025	St. Paul, Minn., and Sioux City, Iowa.	St. Paul, Minneapolis and Manitoba Rwy.	3.59	39.5	149.77	.....	149.77	42.75	.....	
26026	Carman and Fosston	Chicago, St. Paul, Minneapolis and Omaha Rwy.	55.45	6	2,370.48	.....	2,370.48	64.98	.....	
26027	Stillwater and Stillwater Junction (n. o.).	do	44.15	12	2,868.86	.....	2,868.86	42.75	.....	
26028	Heron Lake and Pipestone	do	28.31	6	1,210.25	.....	1,210.25	132.53	.....	
26029	Lake Crystal and Elmore	do	255.69	10.6	33,886.59	.....	33,886.59	42.75	.....	
26030	Luverne, Minn., and Doon, Iowa	do	57.66	6	2,464.96	.....	2,464.96	59.00	.....	
26031	Tracy, Minn., and Pierre, Dak	Chicago and Northwestern Rwy.	20.78	12	1,226.02	.....	1,226.02	44.46	.....	
26032	Reno and Preston	Chicago, Milwaukee and St. Paul Rwy.	47.23	6	2,099.84	.....	2,099.84	136.80	.....	
26033	Wyoming and Taylor's Falls	St. Paul and Duluth R. R	2.15	7	294.12	.....	294.12	42.75	.....	
26034	Morris and Brown's Valley	St. Paul, Minneapolis and Manitoba Rwy.	6.67	6	285.14	.....	285.14	155.61	.....	
26035	Junction (n. o.) and Boundary Line (n. o.)	do	33.16	13	5,160.02	.....	5,160.02	83.79	.....	
26036	North Pacific Junction and Cloquet.	St. Paul and Duluth R. R	100.99	6	8,461.95	.....	8,461.95	96.62	.....	
26037	Minneapolis and Cologne	Chicago, Milwaukee and St. Paul Rwy.	114.55	6	11,067.82	.....	11,067.82	187.25	25.00	
26038	Minneapolis and Birch Cooley	Minneapolis and St. Louis Rwy.	66.30	13	12,414.67	1,657.50	14,072.17	48.74	.....	
26039	Crookston, Minn., and Devil's Lake, Dak.	St. Paul, Minneapolis and Manitoba Rwy.	148.06	6	7,216.44	.....	7,216.44	48.74	.....	
26040	Minneapolis and St. Cloud	do	119.31	6	5,815.16	.....	5,815.16	42.75	.....	
26041	Willmar, Minn., and Sioux Falls, Dak.	Willmar and Sioux Falls Rwy.	23.58	6	1,008.04	.....	1,008.04	51.80	.....	Do.
26042	Wadena, Minn., and Milnor, Dak	Northern Pacific, Fergus and Black Hills R. R.	10.17	13	521.72	.....	521.72	47.03	.....	
26043	Fergus Falls and Pelican Rapids	St. Paul, Minneapolis and Manitoba Rwy.	26.12	19	1,228.42	.....	1,228.42	44.46	.....	
26044	Mendota and Minneapolis	Chicago, Milwaukee and St. Paul Rwy.	88.31	6	3,926.26	.....	3,926.26	42.75	.....	
26045	Hastings and Stillwater	do	36.91	6	1,577.90	.....	1,577.90	53 86	.....	
26046	Little Falls and Morris	Little Falls and Dakota R. R.	95.16	7.75	5,125.31	.....	5,125.31	42.75	.....	
26047	Sauk Centre and Eagle Bend	St. Paul, Minneapolis and Manitoba Rwy.	68.24	6	2,917.26	.....	2,917.26	42.75	.....	
26048	Mankato and Red Wing	Minneapolis and St. Louis Rwy.	28.30	4	1,209.82	.....	1,209.82	42.75	.....	
26049	St. Cloud and Hinckley	St. Paul, Minneapolis and Manitoba Rwy.	17.17	6	734.01	.....	734.01	42.75	.....	
26050	Crookston and St. Hilaire	do								
26051	Rush City, Minn., and Grantsburgh, Wis.	St. Paul and Duluth R. R								

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	ILLINOIS—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
23081	Clayton, Ill., and Keokuk, Iowa	Wabash, St. Louis and Pacific Rwy.	43.09	12	2,726.30		2,726.30	63.27		
23082	Streator, Ill., and Knox, Ind	Indiana, Illinois and Iowa R. R.	119.82	6	5,122.30		5,122.30	42.75		
23083	Springfield and Grafton	St. Louis and Central Illinois R. R.	85.30	12	4,084.16		4,084.16	47.88		
23084	Sterling and Barstow	Chicago, Burlington and Quincy R. R.	40.75	13.82	2,264.88		2,264.88	55.58		
23085	Murphysborough and Pinckneyville	St. Louis, Alton and Terre Haute R. R.	23.33	6.82	997.35		997.35	42.75		
23086	Buckingham and Clarke City	Illinois Central R. R.	9.72	6	415.53		415.53	42.75		
23087	Caledonia and Spring Valley	Chicago and Northwestern Rwy.	86.20	6.73	3,685.05		3,685.05	42.75		
23088	East St. Louis and Belleville	Illinois and St. Louis R. R. and Coal Co.	15.35	6	656.21		656.21	42.75		
23089	Chicago, Ill., and Rugby Junction (n. o.).	Wisconsin and Minnesota R. R.	117.60	13	12,569.08		12,569.08	106.88		
23090	Savanna and Fulton	Chicago, Burlington and Northern R. R.	18.57	13	1,047.90		1,047.90	56.43		
23091	Galewood (n. o.) and Dunning	Chicago, Milwaukee and St. Paul Rwy.	2.80	12	119.70		119.70	42.75		
23092	Galena and Galena Junction (n. o.).	Chicago, Burlington and Northern R. R.	3.79	12	162.02		162.02	42.75		
23093	Springfield and Litchfield	St. Louis and Chicago Rwy.	45.64	6	2,185.24		2,185.24	47.88		
23094	Geneva and St. Charles	Chicago and Northwestern Rwy.	3.21	21	137.22		137.22	42.75		
23095	Chicago, Ill., and Dubuque, Iowa	Chicago, St. Paul and Kansas City Rwy.	167.33	13	17,316.49		17,316.49	111.15 22.28		$22.23 per mile on 14.42 miles, lap service.
23096	Rockford and Rockton	Chicago, Milwaukee and St. Paul Rwy.	16.37	15	1,805.44		1,805.44	110.29		
23097	Marion, Ill., and Paducah, Ky	St. Louis, Alton and Terre Haute R. R.	57.01	6	655.78		655.78	42.75		Pay not fixed on 41.67 miles.
23098	Chicago, Ill., and Kansas City, Mo.	Chicago, Santa Fé and California Rwy.	454.82	14.71	38,109.36		38,109.36	83.79		
23099	Rondout and Libertyville	Chicago, Milwaukee and St. Paul Rwy.	3.28	6	140.22		140.22	42.75		

	tion, Mo.	Chicago, Burlington and Quincy R. R.								
27010	Albia, Iowa, and Lyle, Minn	Central Iowa Rwy	198.71	13	22,426.41		22,426.41	112.86		
27011	Keokuk and Burlington	Chicago, Burlington and Quincy R. R.	43.26	13	6,916.84		6,916.84	159.89		
27012	Clinton, Iowa, and La Crosse, Wis	Chicago, Milwaukee and St. Paul Rwy.	181.79	15.19	25,495.40	2,422.50	27,917.90	141.93 113.54	25.00	10.78 miles land grant, from near Dubuque south to Tété des Morts Creek. R. P. O., 96.90 miles, Sabula to McGregor.
27013	Stanwood and Tipton	Chicago and Northwestern Rwy.	8.94	13	382.13		382.13	42.75		
27014	Davenport and Union Pacific Transfer (n. o.).	Chicago, Rock Island and Pacific Rwy.	217.97	19.01	46,541.26	16,708.05	63,249.31	146.37	65.00 50.00	All land grant. R. P. O., $65 per mile for 53.97 miles, Davenport to Iowa City, and $50 per mile residue.
27015	Des Moines and Indianola	do	22.54	13.73	1,580.27		1,580.27	70.11		
27016	Washington and Knoxville	do	78.78	12.07	5,725.73		5,725.73	72.68		
27017	Davenport, Iowa, and Leavenworth, Kans.	do	388.77	14.35	48,081.62		48,081.62	141.93		
7018	Davenport and Maquoketa	Chicago, Milwaukee and St. Paul Rwy.	43.97	7.74	2,143.09		2,143.09	48.74		
27019	Keokuk and Des Moines	Chicago, Rock Island and Pacific Rwy.	168.04	13	14,916.52		14,916.52	91.49		
27020	Farley a Cedar Rapids	Chicago, Milwaukee and St. Paul Rwy.	57.87	9.07	4,354.13		4,354.13	75.24		
27021	Dubuque and Sioux City	Illinois Central R. R	327.70	12.43	40,792.09		40,792.09	124.48		All land grant.
27022	Waterloo, Iowa, and Lyle, Minn	do	82.12	12	7,653.58		7,653.58	93.20		
27023	Beula and Elkader	Chicago, Milwaukee and St. Paul Rwy.	19.52	6	834.48		834.48	42.75		
27024	Clinton and Anamosa	Chicago and Northwestern Rwy.	72.07	6	4,276.87		4,276.87	47.88 59.35		3.05 miles land grant, Clinton to Lyons.
27025	Calmar, Iowa, and Running Water, Dak.	Chicago, Milwaukee and St. Paul Rwy.	350.06	10.92	45,543.59		45,543.59	118.33 147.92		210.66 miles land grant, Calmar to Sheldon Junction.
27026	Conover and Decorah	do	9.51	18	780.58		780.58	82.08		
27027	Davenport and Calmar	do	165.73	7.12	15,446.03		15,446.03	93.20		
27028	Savanna and Union Pacific Transfer (n. o.).	do	352.37	13.06	46,396.55	85.50	46,482.05	131.87	25.00	R. P. O., Savanna to Sabula, 3.42 miles.
27029	Missouri Valley and Sioux City	Sioux City and Pacific R. R.	76.27	17.99	14,803.24	2,060.50	16,863.74	194.09	50.00 25.00	R. P. O., $50 per mile for 6.15 miles, Missouri Valley to California; $25 per mile for 70.12 miles, residue.

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	IOWA—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
27030	Des Moines and Jewell	Chicago and Northwestern Rwy.	60.02	21.78	8,005.46		8,005.46	133.38		
27031	Des Moines and Tara	Des Moines and Fort Dodge R. R.	82.91	14.75	7,655.90		7,655.90	92.34		
27032	Grinnell and Montezuma	Central Iowa Rwy	17.49	12	747.69		747.69	42.75		
27033	Albia and Des Moines	Chicago, Burlington and Quincy R. R.	68.81	8.82	8,707.21		8,707.21	126.54		
27034	Elk Point, Dak., and Sioux Falls, Dak.	Chicago, Milwaukee and St. Paul Rwy.	70.61	7.59	5,977.13		5,977.13	84.65		
27035	Burlington and Washington	Burlington and Northwestern Rwy.	52.66	7.92	3,016.89		3,016.89	57.29		
27036	Newton and Monroe	Chicago, Rock Island and Pacific Rwy.	18.13	7.25	775.05		775.05	42.75		
27037	Ellsworth, Minn., and Sioux Falls, Dak.	Burlington, Cedar Rapids and Northern Rwy.	42.83	6	1,904.22		1,904.22	44.46		
27038	Maple River and Onawa	Chicago and Northwestern Rwy.	81.27	12	7,504.47		7,504.47	92.34		
27039	Turkey River and West Union	Chicago, Milwaukee and St. Paul Rwy.	58.63	6	3,559.42		3,559.42	60.71		
27040	Waukon Junction and Waukon	do	23.05	6	985.38		985.38	42.75		
27041	Creston and Cumberland	Chicago, Burlington and Quincy R. R.	47.29	12	2,466.64		2,466.64	52.16		
27042	Charlton and Indianola	do	34.05	13	4,337.97		4,337.97	127.40		
27043	Hastings and Sidney	do	22.14	6	946.48		946.48	42.75		
27044	Atlantic and Audubon	Chicago, Rock Island and Pacific Rwy.	26.05	12	1,247.27		1,247.27	47.88		
27045	Avoca and Harlan	do	14.35	12	650.34		650.34	45.32		
27046	Des Moines and Fonda	Wabash Western Rwy	115.11	6	6,791.49		6,791.49	59.00		
27047	Cedar Rapids, Iowa, and Kansas City, Mo.	Chicago, Milwaukee and St. Paul Rwy.	300.61	6	24,160.02		24,160.02	80.37		
27048	Elmira (n. o.) and Iowa Junction (n. o.).	Burlington, Cedar Rapids and Northern Rwy.	20.80	8.56	1,707.26		1,707.26	82.08		
27049	Belle Plaine and Muchakinock	Chicago and Northwestern Rwy.	64.68	6	3,318.08		3,318.08	51.30		
27050	Wall Lake and Sac City	do	14.13	12	1,099.45		1,099.45	77.81		
27051	Sumner and Hampton	Minnesota and Northwestern R. R.	64.08	6	3,780.72		3,780.72	59.00		

		Paul Rwy.			1,566.10		1,566.10	42.75		
27054	Atlantic and Griswold	Chicago, Rock Island and Pacific Rwy.	15.22	12	650.65		650.65	42.75		
27055	Red Oak and Griswold	Chicago, Burlington and Quincy R. R.	18.81	9	804.12		804.12	42.75		
27056	Des Moines and Cedar Falls	Chicago, St. Paul and Kansas City Rwy.	107.31	9.24	7,340.00		7,340.00	68.40		
27057	Dows and Forest City	Burlington, Cedar Rapids and Northern Rwy.	48.86	6	2,088.76		2,088.76	42.75		
27058	Hastings and Carson	Chicago, Burlington and Quincy R. R.	16.24	6	694.26		694.26	42.75		
27059	Menlo and Guthrie Centre	Chicago, Rock Island and Pacific Rwy.	14.96	12	652.40		652.40	43.61		
27060	Harvey and Des Moines	Wabash Western Rwy	43.52	6	2,716.51		2,716.51	62.42		
27061	Bethany Junc. (n. o.), Iowa, and Albany, Mo.	Chicago, Burlington and Quincy R. R.	46.12	13	3,943.26		3,943.26	85.50		
27062	Mount Zion and Keosauqua	Chicago, Rock Island and Pacific Rwy.	4.97	12	212.46		212.46	42.75		
27063	Avoca and Carson	do	17.79	12	775.82		775.82	43.61		
27064	Fort Madison and Collett	Fort Madison and Northwestern Rwy.	45.12	6	1,928.88		1,928.88	42.75		
27065	Thornburgh and Montezuma	Burlington, Cedar Rapids and Northern R. R.	16.53	6	781.88		781.88	47.88		
27066	Jewell and Wall Lake Junc. (n. o.)	Chicago and Northwestern Rwy.	73.50	6	6,032.88		6,032.88	82.08		
27067	Van Wert and Shenandoah	Humeston and Shenandoah R. R.	96.77	6	6,784.54		6,784.54	70.11		
27068	Newburgh and State Centre	Central Iowa Rwy	27.00	6	1,154.25		1,154.25	42.75		
27069	Hudson and Oelwein	Chicago, St. Paul and Kansas City Rwy.	35.92	13	2,364.61		2,364.61	65.83		
27070	Eagle Grove, Iowa, and Iroquois, Dak.	Chicago and Northwestern Rwy.	271.67	7.65	30,894.31		30,894.31	113.72		
27071	Carroll and Kirkman	do	35.07	12	1,829.25		1,829.25	52.16		
27072	Clinton and Elmira (n. o.)	Burlington, Cedar Rapids and Northern Rwy.	69.53	6	3,032.20		3,032.20	43.61		
27073	Pacific Junc., Iowa, and Plattsmouth, Nebr.	Chicago, Burlington and Quincy R. R.	5.64	27	1,038.90	225.60	1,264.50	166.89 208.62	40.00	3.30 miles land grant Pacific Junc. to East Plattsmouth (n. o.).
27074	Red Oak, Iowa, and Nebraska City, Nebr.	do	53.13	7.57	4,588.31		4,588.31	86.36		
27075	Webster City and Lehigh	Webster City and Southwestern Rwy.	17.83	6	762.23		762.23	42.75		
27076	Summerset and Winterset	Chicago, Rock Island and Pacific Rwy.	27.70	12	1,871.13		1,871.13	67.55		
27077	California, Iowa, and Fremont, Nebr.	Sioux City and Pacific R. R.	32.01	13	5,364.23	800.25	6,164.48	167.58	25.00	
27078	Hampton and Belmond	Central Iowa Rwy	22.96	6	981.54		981.54	42.75		
27079	Marshalltown and Story City	do	39.14	6	1,673.23		1,673.23	42.75		
27080	Manning and Audubon	Chicago and Northwestern Rwy.	17.95	12	874.88		874.88	48.74		

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	IOWA—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
27081	Des Moines and Boone	St. Louis, Des Moines and Northern Rwy.	43.06	6	2,208.97		2,208.97	51.30		
27082	Winfield and Oskaloosa	Burlington and Western Rwy.	71.35	7.77	3,721.61		3,721.61	52.16		
27083	Clarinda and Northborough	Chicago, Burlington and Quincy R. R.	18.80	6	996.58		996.58	53.01		
27084	Des Moines, Iowa, and Cainesville, Mo.	Des Moines, Osceola and Southern R. R.	112.13	6	4,798.55		4,798.55	42.75		
27085	Lake Park, Iowa, and Worthington, Minn.	Burlington, Cedar Rapids and Northern Rwy.	18.80	6	819.86		819.86	43.61		
27086	Vacant.									
27087	Tara and Ruthven	Des Moines and Fort Dodge R. R.	55.40	6	3,505.15		3,505.15	63.27		
27088	Eldora Junction and Alden	Chicago, Iowa and Dakota Rwy.	26.42	7.20	1,129.45		1,129.45	42.75		
27089	Sac City and Moville	Chicago and Northwestern Rwy.	67.41	11.18	4,322.32		4,322.32	64.12		
27090	Wilton Junction and Muscatine	Chicago, Rock Island and Pacific Rwy.	12.75	15	719.48		719.48	56.43		
27091	New Sharon and Newton	Central Iowa Rwy	33.60	6	1,436.40		1,436.40	42.75		
27092	Indianola and Avon Junction (n. o.)	Chicago, Burlington and Quincy R. R.	14.47	13	965.00		965.00	66.69		
27093	Relay (n. o.) and Albia	Centerville, Moravia and Albia R. R.	24.53	6	1,048.65		1,048.65	42.75		
27094	Waverly Junc. (n. o.) and Waverly	Burlington, Cedar Rapids and Northern Rwy.	6.00	12	256.50		256.50	42.75		
27095	Hayfield, Minn., and Dubuque, Iowa	Minnesota and Northwestern R. R.	172.68	6.51	14,322.07		14,322.07	82.94		
27096	Spencer and Spirit Lake	Chicago, Milwaukee and St. Paul Rwy.	21.99	12	940.07		940.07	42.75		
27097	Mason City and Fort Dodge	Mason City and Fort Dodge R. R.	73.05	6	3,497.63		3,497.63	47.88		
27098	Sioux City and Manilla	Chicago, Milwaukee and St. Paul Rwy.	90.70	13	10,546.59		10,546.59	116.28		
27099	Cherokee and Onawa	Cherokee and Dakota R. R	61.18	6	2,667.44		2,667.44	43.60		
27100	Cherokee, Iowa, and Sioux Falls, Dak.	....do	97.07	6	5,727.13		5,727.13	59.00		

27101	Cedar Rapids and Manchester	Illinois Central R. R.	42.58	12	2,075.24		2,075.24	48.74		
27102	Union Pacific Transfer (n. o.) and Broadway Depot in Council Bluffs.	Union Pacific Rwy	1.76	49	121.89		121.89	69.26		Pay not fixed.
27103	Des Moines, Iowa, and St. Joseph, Mo.	Chicago, St. Paul and Kansas City Rwy.	161.84	6	639.96		639.96	42.75		Do.
27104	Fort Dodge and Lehigh	Mason City and Fort Dodge R. R.	14.97	6						Do.
27105	Ottumwa and Evans	Wabash Western Rwy	28.61	6						
27106	Evans and Harvey	do	10.48	6						
			8,454.83		925,184.13	95,802.40	1,020,986.53			
	MISSOURI.									
28001	St. Louis, Mo., and Atchison, Kans.	Missouri Pacific Rwy	330.17	23.63	201,488.10	49,546.00	251,034.10	499.32 624.15	175.00	36.75 miles land grant, St. Louis to Pacific.
28002	St. Louis and Bismarck	St. Louis, Iron Mountain and Southern Rwy.	75.33	40.03	23,637.80	4,896.45	28,534.25	313.79	65.00	
28003	St. Louis, Mo., and Vinita, Ind. T.	St. Louis and San Francisco Rwy.	359.70	12.57	56,343.40	14,105.00	70,448.40	196.64	50.00	All land grant. R.P.O., St. Louis to Monett, 282.10 miles.
28004	St. Louis and Kansas City	Wabash Western Rwy	276.80	23.12	59,877.37	13,840.00	73,717.37	216.32	50.00	
28005	Quincy, Ill., and St. Joseph, Mo.	Hannibal and St. Joseph R. R.	207.55	18.95	38,612.60	11,130.60	49,743.20	186.04	65.00	All land grant. R.P.O., Quincy to Cameron, 171.24 miles.
28006	Kansas City, Mo., and Union Pacific Transfer (n. o.), Iowa.	Kansas City, St. Joseph, and Council Bluffs R. R.	197.62	24.32	44,944.72	7,506.00	52,450.72	227.43	50.00 25.00	R. P. O., $50 per mile for 102.62 miles, Kansas City to Napier (n. o.); $25 per mile for 95 miles, Napier (n. o.) to U. P. Transfer (n. o.).
28007	Moberly, Mo., and Ottumwa, Iowa	Wabash Western Rwy	131.54	13	17,544.80		17,544.80	133.38		
28008	Versailles and Boonville	Missouri Pacific Rwy	44.25	9.43	2,724.03		2,724.03	61.56		
28009	Centralia and Columbia	Wabash Western Rwy	22.14	14	1,438.65		1,438.65	64.98		
28010	Kansas City and Cameron	Hannibal and St. Joseph R. R.	55.08	20	12,291.65	3,580.20	15,871.85	223.16	65.00	
28011	Sedalia, Mo., and Denison, Tex.	Missouri, Kansas and Texas Rwy.	433.13	14	105,491.62	21,656.50	127,148.12	246.24 196.99	50.00	23.60 miles land grant, Parsons to Chetopa.
28012	St. Joseph and Henry	St. Joseph and St. Louis R. R.	73.48	14	9,612.65		9,612.65	130.82		
28013	Brunswick and Pattonsburgh	Wabash Western Rwy	79.99	13	10,258.71		10,258.71	128.25		
28014	Hannibal and Sedalia	Missouri, Kansas and Texas Rwy.	143.35	17.38	21,816.43		21,816.43	152.19		
28015	Keokuk, Iowa, and Van Wert, Iowa.	Keokuk and Western R. R.	149.32	8.67	8,681.46		8,681.46	58.14		
28016	Raymore Junction (n. o.), Mo., and Olathe, Kans.	Kansas City, Clinton and Springfield Rwy.	26.50	11.21	1,427.55		1,427.55	53.87		
28017	Springfield, Mo., and Memphis, Tenn.	Kansas City, Fort Scott and Memphis R. R.	285.40	15.55	34,162.38		34,162.38	119.70		
28018	Mount Pleasant, Iowa, and St. Peter's, Mo.	St. Louis, Keokuk and Northwestern R. R.	189.27	11.12	28,481.34		28,481.34	150.48		
28019	Quincy, Ill., and Trenton, Mo	Quincy, Omaha and Kansas City Rwy.	137.53	6	9,760.50		9,760.50	70.97		

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	MISSOURI—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
28020	Pierce City, Mo., and Halstead, Kans.	St. Louis and San Francisco Rwy.	242.97	14	27,268.61	.....	27,268.61	119.70 47.88	.....	($47.88 per mile for 25.27 miles, Wichita to Halstead.
28021	Mexico and Cedar City	Chicago and Alton R. R	50.34	6	2,840.68	.....	2,840.68	56.43	.....	
28022	East St. Louis, Ill., and Kansas City, Mo.	do	321.00	20.78	42,814.98	.....	42,814.98	133.38	.....	
28023	Cuba Junction (n. o.) and Salem	St. Louis and San Francisco Rwy.	40.41	6	1,727.52	.....	1,727.52	42.75	.....	
28024	Holden, Mo., and Paola, Kans	Missouri Pacific Rwy	54.47	11.18	6,520.05	.....	6,520.05	119.70	.....	
28025	Salisbury and Glasgow	Wabash Western Rwy	15.81	6	675.87	.....	675.87	42.75	.....	
28026	Bismarck, Mo., and Texarkana, Ark.	Missouri Pacific Rwy	414.28	16.08	95,019.46	26,928.20	121,947.66	217.51 271.89	65.00	324 miles land grant. Poplar Bluff to Texarkana.
28027	Cairo, Ill., and Poplar Bluff, Mo	St. Louis, Iron Mountain and Southern Rwy.	74.87	7	3,635.68	.....	3,635.68	48.56	.....	
28028	St. Joseph and Hopkins	Kansas City, St. Joseph and Council Bluffs R. R.	59.80	13	7,771.60	.....	7,771.60	129.96	.....	
28029	Hannibal and Gilmore	St. Louis and Hannibal Rwy	86.41	11.30	5,836.99	.....	5,836.99	67.55	.....	
28030	St. Joseph, Mo., and Atchison, Kans.	Hannibal and St. Joseph R. R.	22.19	14	2,675.22	.....	2,675.22	120.56	.....	
28031	St. Louis and Florisant	St. Louis, Cable and Western Rwy.	15.65	6	669.03	.....	669.03	42.75	.....	
28032	Atchison, Kans., and Atchison Junction, Mo.	Chicago, Rock Island and Pacific Rwy.	29.24	8.48	2,100.01	.....	2,100.01	71.82	.....	
28033	Independence and Sedalia	Missouri Pacific Rwy	89.22	14	7,094.77	.....	7,094.77	79.52	.....	
28034	Bismarck, Mo., and Columbus, Ky.	St. Louis, Iron Mountain and Southern Rwy.	121.34	14	11,931.36	.....	11,931.36	98.33	.....	
28035	Neelysville and Doniphan	do	20.04	6	856.71	.....	856.71	42.75	.....	
28036	Fort Scott, Kans., and Springfield, Mo.	Kansas City, Fort Scott and Memphis R. R.	104.32	14	14,360.69	.....	14,360.69	137.66	.....	
28037	St. Joseph and Albany	Chicago, Burlington and Quincy R. R.	49.63	13	4,455.78	.....	4,455.78	89.78	.....	
28038	North Springfield and Bolivar	St. Louis and San Francisco Rwy.	40.05	7	1,849.10	.....	1,849.10	46.17	.....	
28039	Monett, Mo., and Fort Smith, Ark.	do	183.44	7	13,805.70	.....	13,805.70	103.46	.....	
28040	Pleasant Hill and Joplin	Missouri Pacific Rwy	133.47	14.53	16,547.61	.....	16,547.61	123.98	.....	
28041	Miami, Kans., and Carbon Centre, Mo.	Kansas City, Fort Scott and Memphis R. R.	24.05	6.2	1,028.13	.....	1,028.13	42.75	.....	

28042	Sedalia and Warsaw	Missouri Pacific Rwy	43.16	6	2,066.50		2,066.50	47.88		
28043	Summitville and Bonne Terre	St. Joe Railway	18.20	19	864.30		864.30	42.75		
28044	Bigelow and Burlington Junction	Kansas City, St. Joseph and Council Bluffs R. R.	32.12	6	1,840.15		1,840.15	57.29		Pay not fixed on 21.43 miles.
28045	Cape Girardeau and Hunter (n. o.)	Cape Girardeau Southwestern Rwy.	93.89	6	4,212.82		4,212.82	58.14		
28046	Corning, Mo., and Northborough, Iowa.	Kansas City, St. Joseph and Council Bluffs R. R.	27.74	6	1,375.62		1,375.62	49.59		
28047	Jefferson City and Bagnell	Missouri Pacific Rwy	45.71	6	2,110.43		2,110.43	46.17		
28048	Allenville and Jackson	St. Louis, Iron Mountain and Southern Rwy.	16.80	6	718.20		718.20	42.75		
28049	Mineral Point and Potosi	do	4.43	13	189.38		189.38	42.75		
28050	Palmyra and Hannibal	Hannibal and St. Joseph R. R.	15.58	20	852.53		852.53	54.72		
28051	Bird's Point, Mo., and Texarkana, Ark.	St. Louis, Arkansas and Texas Rwy. Co. in Arkansas and Missouri.	417.92	7	32,518.35		32,518.35	77.81		
28052	Paw Paw (n. o.) and New Madrid	do	6.96	13	297.54		297.54	42.75		
28053	North Springfield and Chadwick	St. Louis and San Francisco Rwy.	35.63	7	1,553.82		1,553.82	43.61		
28054	Oronogo and Galena	do	19.44	15.67	1,396.18		1,396.18	71.82		
28055	Kansas City and Osceola	Kansas City and Southern Rwy.	111.47	6	1,940.85		1,940.85	42.75		Pay not fixed on 66.07 miles.
28056	Raymore Junction (n. o.) and Ash Grove.	Kansas City, Clinton and Springfield Rwy.	129.39	7	6,637.70		6,637.70	51.30		
28057	Altamont (n. o.) and Rushville	St. Joseph and Iowa R. R.	65.68	13	7,412.64		7,412.64	112.86		
28058	Nevada, Mo., and Chetopa, Kans.	Nevada and Minden Rwy	77.38	7	5,491.65		5,491.65	70.97		
28059	Boonville and Myrick Station (n. o.)	Missouri Pacific Rwy	81.40	8.47	4,454.20		4,454.20	54.72		
28060	Cameron and Kansas City	Chicago, Rock Island and Pacific Rwy.	55.06	13	470.76		470.76	8.55		
28061	Pattonsburgh, Mo., and Council Bluffs, Iowa.	Omaha and St. Louis Rwy	144.61	7	14,342.41		14,342.41	99.18		
28062	St. Louis and Union	St. Louis, Kansas City and Colorado R. R.	59.91	6	2,561.15		2,561.15	42.75		
28063	Greenfield and Watkins	Greenfield and Northern R. R.	3.46	14	147.91		147.91	42.75		
28064	Napier (n. o.), Mo., and Rulo "Y" (n. o.), Nebr.	Burlington and Missouri River R. R. Co. in Nebraska.	11.70	7	1,610.50	292.50	1,903.00	137.65	25.00	
28065	Brownwood and Bollinger's Mills	Cape Girardeau Southwestern Rwy.	8.63	6	368.93		368.93	42.75		
28066	Willow Springs and Grandin	Current River R. R	80.92	6	3,459.33		3,459.33	42.75		
28067	St. Joseph, Mo., and Atchison, Kans.	St. Joseph, St. Louis and Santa Fé Rwy.	21.50	14	2,169.13		2,169.13	100.89		
28068	St. Louis and St. Peter's	St. Louis, Keokuk, and Northwestern R. R.	32.46	20	1,914.81		1,914.81	58.99		
28069	Joplin and Neosho	Kansas City, Fort Smith and Southern Rwy.	20.37	13	870.81		870.81	42.75		
28096	Union depot, St. Louis, Mo., and termini of all railroads at East St. Louis, Ill.	St. Louis Bridge Company and the Tunnel Railroad Company of St. Louis, Mo.			25,000.00		25,000.00			
			7,037.67		1,088,629.91	153,481.45	1,212,111.36			

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	MINNESOTA—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
26002	Benson, Minn., and Watertown, Dak.	St. Paul, Minneapolis and Manitoba Rwy.	92.75	6	5,392.48	.....	5,392.48	58.14	.....	
26003	Moorhead, Minn., and Wahpeton, Dak.	.....do	45.02	7	4,773.02	.....	4,773.02	106.02	.....	
26004	St. Cloud and St. Vincent	.....do	314.85	9.73	41,132.00	3,593.25	44,725.25	130.64	25.00	All land grant. R. P. O., 143.73 miles, St. Cloud to Barnesville.
26005	Barnesville, Minn., and Fargo, Dak.	.....do	24.52	9.74	3,438.20	.....	3,438.20	140.22	.....	All land grant.
26006	St. Paul and Breckenridge.....	.....do	214.58	16	29,060.56	261.00	29,321.56	135.43	25.00	All land grant. R. P. O., St. Paul to Minneapolis, 10.44 miles.
26007	St. Paul and Duluth	St. Paul and Duluth R. R	151.88	17.6	14,953.74	.....	14,953.74	98.49	.....	All land grant.
26008	Minneapolis and Stillwater.....	.....do	29.39	15.7	1,125.26	.....	1,125.26	{ 41.90 33.52 }	.....	{ 12.67 miles land grant, White Bear Lake to Stillwater.
26009	St. Paul, Minn., and McGregor, Iowa.	Chicago, Milwaukee and St. Paul Rwy.	212.21	13	26,619.43	.....	26,619.43	{ 110.80 138.51 }	.....	{ 100.10 miles land grant, St. Paul to Austin.
26010	Hastings, Minn., and Bowdle, Dak..	.....do	369.74	9.45	43,923.62	.....	43,923.62	{ 106.70 133.38 }	.....	{ 202.11 miles land grant, Hastings to Ortonville.
26011	Duluth and Brainerd	Northern Pacific R. R	114.29	7	5,706.49	.....	5,706.49	49.93	.....	All land grant.
26012	Austin, Minn., and Mason City, Iowa.	Chicago, Milwaukee and St. Paul Rwy.	41.33	13	2,527.40	.....	2,527.40	{ 51.98 64.98 }	.....	{ 12.17 miles land grant, Austin to Lyle.
26013	Minneapolis, Minn., and La Crosse, Wis.	.....do	142.55	34	81,416.00	21,382.50	102,798.50	571.14	150.00	
26014	St. Peter, Minn., and Redfield, Dak..	Winona and St. Peter R. R....	255.37	8.5	29,154.79	.....	29,154.79	{ 106.70 135.38 }	.....	{ 183.90 miles land grant, St. Peter to Watertown.
26015	Winona and St. Peter.....	.....do	139.81	16.04	19,126.00	.....	19,126.00	136.80	.....	All land grant.
26016	Sleepy Eye and Redwood Falls.....	.....do	26.67	12	1,140.14	.....	1,140.14	42.75	.....	
26017	Rochester and Zumbrota	.....do	21.44	12	916.56	.....	916.56	42.75	.....	
26018	Chatfield and Plainview.....	.....do	28.73	15.42	1,228.20	.....	1,228.20	42.75	.....	
26019	Mankato Junction (n. o.) and Mankato.	.....do	4.09	26	188.83	.....	188.83	46.17	.....	
26020	Worthington, Minn., and Salem, Dak.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	101.57	6.38	6,166.31	.....	6,166.31	60.71	.....	

29022	Arkadelphia and Dalark	Ultima Thule, Arkadelphia and Mississippi Rwy.	93.71	7	6,009.62		6,009.62	59.00		Pay not fixed.
29023	Bald Knob, Ark., and Memphis, Tenn.	St. Louis, Iron Mountain and Southern Rwy.	18.28	14	1,075.57		1,075.57			Do.
29024	Jenson and Mansfield	St. Louis and San Francisco Rwy.	19.02	6						
29025	Fort Smith and Greenwood	St. Louis, Iron Mountain and Southern Rwy.								
29026	Argenta and Altheimer	St. Louis, Arkansas and Texas Rwy. Co. in Arkansas and Missouri.	42.96	6						
			1,334.88		85,992.69		85,992.69			
	LOUISIANA.									
30001	Vacant.									
30002	New Orleans and Cheneyville	Texas and Pacific Rwy	171.54	14	17,747.52		17,747.52	103.46		
30003	New Orleans and La Fayette	Morgan's Louisiana and Texas R. R. and Steamship Co.	149.92	14	27,335.92		27,335.92	205.20		38.52 miles, New Orleans and Morgan City, land-grant, at $164.16 per mile.
30004	Schreiver and Houma	do	15.26	14	652.36		652.36	42.75		
30005	Vidalia and Jonesville	Natchez, Red River and Texas R. R.	25.60	6	1,094.40		1,094.40	42.75		
30006	Clinton and Port Hudson	Louisville, New Orleans and Texas Rwy. Co., lessee Clinton and Port Hudson R. R.	22.10	4.20	944.77		944.77	42.75		Pay based on a service of not less than 6 round trips per week.
30007	Bayou Sarah and Woodville	West Feliciana R. R.	26.29	4	1,123.89		1,123.89	42.75		Do.
30008	Vicksburg, Miss., and Shreveport, La.	Vicksburg, Shreveport and Pacific R. R.	172.66	7	11,100.31		11,100.31	64.29		All land grant.
30009	Schriever and Thibodeaux	Morgan's Louisiana and Texas R. R. and Steamship Co.	5.77	14	246.66		246.66	42.75		
30010	La Fayette, La., and Orange, Tex.	Louisiana Western R. R.	113.25	14	21,979.56		21,979.56	194.08		
30011	Shreveport and Cheneyville	Texas and Pacific Rwy	156.57	14	14,457.67		14,457.67	92.34		
30012	Cades and St. Martinsville	Morgan's Louisiana and Texas R. R. and Steamship Co.	7.06	14	301.81		301.81	42.75		
30013	Baton Rouge Junction (n. o) and Baton Rouge.	Texas and Pacific Rwy	9.50	7	406.12		406.12	42.75		
30014	New Orleans and Covington	East Louisiana R. R	59.50	7	2,543.62		2,543.62	42.75		
30015	Baldwin Station (n. o) and Louisa	Morgan's Louisiana and Texas R. R. and Steamship Co.	15.25	7	651.93		651.93	42.75		
30016	Shreveport and Logansport	Shreveport and Houston Rwy.	41.72	7	1,783.53		1,783.53	42.75		
30017	Cypress and Natchitoches	Natchitoches R. R	11.62	14	526.50		526.50	45.31		
30018	Gibbsland and Homer	Louisiana North and South R. R.	19.63	7	839.18		839.18	42.75		
30019	Galveston, Ark., and Shreveport, La.	St. Louis, Arkansas and Texas Rwy. Co. in Arkansas and Missouri.	61.04	6	2,609.46		2,609.46	42.75		
30020	New Orleans and Bohemia (n. o)	New Orleans and Gulf R. R.	50.00	6	2,223.00		2,223.00	44.46		

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	LOUISIANA—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
30021	Fa Fayette and Alexandria	Morgan's Louisiana and Texas R. R. and Steamship Co.	85.82	6	10,106.93	.....	10,106.93	139.37	.....	24.36 miles, Cheneyville and Alexandria, at $63.27 per mile.
30022	New Iberia and Avery	.....do	10.05	7	429.63	.....	429.63	42.75	.....	
			1,230.15		119,104.77	.....	119,104.77			
	TEXAS.									
31001	Houston and Galveston	International and Great Northern R. R.	51.40	21	6,855.73	.....	6,855.73	133.38	.....	
31002	Houston and San Antonio	Galveston, Harrisburgh and San Antonio Rwy.	213.01	7	26,841.39	.....	26,841.39	123.13	.....	
31003	Houston and Denison	Houston and Texas Central Rwy.	337.09	14	54,473.74	.....	54,473.74	161.60	.....	
31004	Hempstead and Austin	.....do	115.16	14	9,354.44	.....	9,354.44	81.23	.....	
31005	Beemond and Albany	.....do	230.89	7	17,570.72	.....	17,570.72	76.10	.....	
31006	Longview and Houston	International and Great Northern R. R.	233.45	7	33,183.55	.....	33,183.55	141.93	.....	
31007	Palestine and Laredo	.....do	415.80	3.96	53,326.35	.....	53,326.35	128.26	.....	
31008	Houston and Columbia	.....do	51.00	6	2,180.25	.....	2,180.25	42.75	.....	
31009	Shreveport, La., and El Paso, Texas	Texas and Pacific Rwy	834.72	10.68	125,012.87	.....	125,012.87	150.03	.....	19.30 miles Shreveport, La., and State Line (n. o.), Tex., land grant, at $127.22 per mile; 91.50 miles Sierra Blanca and El Paso, at $81.25 per

27006	Charlton, Iowa, and Grant City, Mo.	....do	33.91	9.69	7,949.48	.....	7,949.48	34.65	.....	
27007	Creston, Iowa, and Hopkins, Mo	....do	44.27	13	5,904.73	.....	5,904.73	133.38	.....	
27008	Burlington, Iowa, and Carrollton, Mo.	Chicago, Burlington and Kansas City Rwy.	220.57	6	17,539.72	.....	17,539.72	79.52	.....	
27009	Villisca, Iowa, and Burlington Junction, Mo.	Chicago, Burlington and Quincy R. R.	37.54	6	2,471.63	.....	2,471.63	65.84	.....	
27010	Albia, Iowa, and Lyle, Minn	Central Iowa Rwy	198.71	13	22,426.41	.....	22,426.41	112.86	.....	
27011	Keokuk and Burlington	Chicago, Burlington and Quincy R. R.	43.26	13	6,916.84	.....	6,916.84	159.89	.....	
27012	Clinton, Iowa, and La Crosse, Wis ..	Chicago, Milwaukee and St. Paul Rwy.	181.79	15.19	25,495.40	2,422.50	27,917.90	141.93 113.54	25.00	10.78 miles land grant, from near Dubuque south to Tété des Morts Creek. R. P. O., 96.90 miles, Sabula to McGregor.
27013	Stanwood and Tipton	Chicago and Northwestern Rwy.	8.94	13	382.18	.....	382.18	42.75	.....	
27014	Davenport and Union Pacific Transfer (n. o.).	Chicago, Rock Island and Pacific Rwy.	317.97	19.01	46,541.26	16,708.05	63,249.31	146.87	65.00 50.00	All land grant. R. P. O., $65 per mile for 53.97 miles, Davenport to Iowa City, and $50 per mile residue.
27015	Des Moines and Indianola	....do	22.54	12.78	1,580.27	.....	1,580.27	70.11	.....	
27016	Washington and Knoxville	....do	78.78	12.07	5,725.73	.....	5,725.73	72.68	.....	
27017	Davenport, Iowa, and Leavenworth, Kans.	....do	388.77	14.85	48,081.62	.....	48,081.62	141.93	.....	
7018	Davenport and Maquoketa	Chicago, Milwaukee and St. Paul Rwy.	43.97	7.74	2,143.09	.....	2,143.09	48.74	.....	
27019	Keokuk and Des Moines	Chicago, Rock Island and Pacific Rwy.	168.04	13	14,916.52	.....	14,916.52	91.49	.....	
27020	Farley a Cedar Rapids	Chicago, Milwaukee and St. Paul Rwy.	57.87	9.07	4,354.13	.....	4,354.13	75.24	.....	
27021	Dubuque and Sioux City	Illinois Central R. R	327.70	12.43	40,792.09	.....	40,792.09	124.48	.....	All land grant.
27022	Waterloo, Iowa, and Lyle, Minn	....do	82.13	12	7,653.58	.....	7,653.58	93.20	.....	
27023	Beula and Elkader	Chicago, Milwaukee and St. Paul Rwy.	19.52	6	834.48	.....	834.48	42.75	.....	
27024	Clinton and Anamosa	Chicago and Northwestern Rwy.	72.07	6	4,276.87	.....	4,276.87	47.88 59.85	.....	3.05 miles land grant, Clinton to Lyons.
27025	Calmar, Iowa, and Running Water, Dak.	Chicago, Milwaukee and St. Paul Rwy.	350.06	10.92	45,543.59	.....	45,543.59	118.33 147.92	.....	210.66 miles land grant, Calmar to Sheldon Junction.
27026	Conover and Decorah	....do	9.51	18	780.58	.....	780.58	82.08	.....	
27027	Davenport and Calmar	....do	165.73	7.12	15,446.03	.....	15,446.03	93.20	.....	
27028	Savanna and Union Pacific Transfer (n. o.).	....do	352.37	13.06	46,396.55	85.50	46,482.05	131.87	25.00	R. P. O., Savanna to Sabula, 3.42 miles.
27029	Missouri Valley and Sioux City	Sioux City and Pacific R. R...	76.27	17.99	14,803.24	2,060.50	16,863.74	194.09	50.00 25.00	R. P. O., $50 per mile for 6.15 miles, Missouri Valley to California; $25 per mile for 70.12 miles, residue.

C.—*Railroad service as in operation on the 30th of June, 1889*—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	TEXAS—continued.									
			Miles.		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
31041	Echo and Belton	Missouri, Kansas and Texas Rwy.	7.06	14	319.95		319.95	45.32		
31042	Guide and Roberts	Texas Central Rwy	52.13	6	2,228.55		2,228.55	42.75		
31043	Spofford, Tex., and Piedras Negras, Mex.	Galveston, Harrisburgh and San Antonio Rwy.	36.69	7	1,568.49		1,568.49	42.75		
31044	Tyler and Lufkin	St. Louis, Arkansas and Texas Rwy. Co. in Texas.	89.61	7	3,907.89		3,907.89	43.61		
31045	Beaumont and Sabine Pass	Sabine and East Texas Rwy.	31.21	3	1,334.22		1,344.22	42.75		Pay based on a service of not less than 6 round trips per week.
31046	Trinity and Colmesneil	Missouri, Kansas and Texas Rwy.	66.81	7	2,856.12		2,856.12	42.75		
31047	Houston and Alvin	Gulf, Colorado and Santa Fé Rwy.	23.71	14	1,419.04		1,419.04	59.85		
31048	Longview and Carthage	Galveston, Sabine and St. Louis Rwy.	39.80	6	1,701.44		1,701.44	42.75		
31049	Temple and San Angelo	Gulf, Colorado and Santa Fé Rwy.	227.09	7	19,804.51		19,804.51	87.21		
31050	Somerville (n. o.) and Navasota	do	27.20	7	1,162.80		1,162.80	42.75		
31051	Coleman Junction (n. o.) and Coleman.	do	6.25	6	267.18		267.18	42.75		
31052	Fort Worth and Waxahachie	Fort Worth and New Orleans Rwy.	41.88	6	1,898.00		1,898.00	45.32		
31053	Dallas and Honey Grove	Gulf, Colorado and Santa Fé Rwy.	80.71	6	3,450.35		3,450.35	42.75		
31054	Fort Worth, Tex., and Purcell, Ind. Terr.	do	170.63	9.66	13,568.48		13,568.48	79.52		
31055	Greenville and Dallas	Missouri, Kansas and Texas Rwy.	54.64	6	2,476.28		2,476.28	45.32		
31056	Taylor and Fayetteville	do	83.29	7	3,472.29		3,472.29	49.59		Pay not fixed on 13.27 miles.
31057	Kennedy and Wallis Station	San Antonio and Aransas Pass Rwy.	133.02	6	7,733.78		7,733.78	58.14		
31058	San Antonio and Kerrville	do	71.75	6	4,601.32		4,601.32	64.13		
31059	Ladonia and Paris	Gulf, Colorado and Santa Fé Rwy.	30.16	14	1,985.43		1,985.43	65.83		

27052	Tama, Iowa, and Elmore, Minn	Chicago and Northwestern Rwy.	164.64	9.30	16,328.99		16,328.99	99.18		
27053	Bellevue and Cascade	Chicago, Milwaukee and St. Paul Rwy.	36.40	6	1,556.10		1,556.10	42.75		
27054	Atlantic and Griswold	Chicago, Rock Island and Pacific Rwy.	15.22	12	650.65		650.65	42.75		
27055	Red Oak and Griswold	Chicago, Burlington and Quincy R. R.	18.81	9	804.12		804.12	42.75		
27056	Des Moines and Cedar Falls	Chicago, St. Paul and Kansas City Rwy.	107.31	9.24	7,340.00		7,340.00	68.40		
27057	Dows and Forest City	Burlington, Cedar Rapids and Northern Rwy.	48.86	6	2,088.76		2,088.76	42.75		
27058	Hastings and Carson	Chicago, Burlington and Quincy R. R.	16.24	6	694.26		694.26	42.75		
27059	Menlo and Guthrie Centre	Chicago, Rock Island and Pacific Rwy.	14.96	12	652.40		652.40	43.61		
27060	Harvey and Des Moines	Wabash Western Rwy	43.52	6	2,716.51		2,716.51	62.42		
27061	Bethany Junc. (n. o.), Iowa, and Albany, Mo.	Chicago, Burlington and Quincy R. R.	46.12	13	3,943.26		3,943.26	85.50		
27062	Mount Zion and Keosauqua	Chicago, Rock Island and Pacific Rwy.	4.97	12	212.46		212.46	42.75		
27063	Avoca and Carson	do	17.79	12	775.82		775.82	43.61		
27064	Fort Madison and Collett	Fort Madison and Northwestern Rwy.	45.12	6	1,928.88		1,928.88	42.75		
27065	Thornburgh and Montezuma	Burlington, Cedar Rapids and Northern R. R.	16.53	6	781.88		781.88	47.88		
27066	Jewell and Wall Lake Junc. (n. o.)	Chicago and Northwestern Rwy.	73.50	6	6,032.88		6,032.88	82.08		
27067	Van Wert and Shenandoah	Humeston and Shenandoah R. R.	96.77	6	6,784.54		6,784.54	70.11		
27068	Newburgh and State Centre	Central Iowa Rwy	27.00	6	1,154.25		1,154.25	42.75		
27069	Hudson and Oelwein	Chicago, St. Paul and Kansas City Rwy.	35.92	13	2,364.61		2,364.61	65.83		
27070	Eagle Grove, Iowa, and Iroquois, Dak.	Chicago and Northwestern Rwy.	271.67	7.65	30,894.31		30,894.31	113.72		
27071	Carroll and Kirkman	do	35.07	12	1,829.25		1,829.25	52.16		
27072	Clinton and Elmira (n. o.)	Burlington, Cedar Rapids and Northern Rwy.	69.53	6	3,032.20		3,032.20	43.61		
27073	Pacific Junc., Iowa, and Plattsmouth, Nebr.	Chicago, Burlington and Quincy R. R.	5.64	27	1,038.90	225.60	1,264.50	166.89 208.62	40.00	(3.30 miles land grant Pacific Junc. to East Plattsmouth (n. o.).
27074	Red Oak, Iowa, and Nebraska City, Nebr.	do	53.13	7.57	4,588.31		4,588.31	86.36		
27075	Webster City and Lehigh	Webster City and Southwestern Rwy.	17.83	6	762.23		762.23	42.75		
27076	Summerset and Winterset	Chicago, Rock Island and Pacific Rwy.	27.70	12	1,871.13		1,871.13	67.55		
27077	California, Iowa, and Fremont, Nebr.	Sioux City and Pacific R. R.	32.01	13	5,364.23	800.25	6,164.48	167.58	25.00	
27078	Hampton and Belmond	Central Iowa Rwy	22.96	6	981.54		981.54	42.75		
27079	Marshalltown and Story City	do	39.14	6	1,673.23		1,673.23	42.75		
27080	Manning and Audubon	Chicago and Northwestern Rwy.	17.95	12	874.88		874.88	48.74		

C.—*Railroad service as in operation on the 30th of June, 1889*—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	KANSAS—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
33010	Atchinson, Kans., and Pueblo, Colo.	Atchinson, Topeka and Santa Fé R. R.	{ 470.41 / 150.04 }	16.03	127,362.44	51,277.50	178,639.94	{ 193.57 / 241.97 }	90.00	Land grant Atchison to State line (n. o.), 470.41 miles. R. P. O. Topeka to Pueblo only, 569.75 miles.
33011	Newton and Arkansas City	do	78.81	8.41	7,412.08		7,412.08	94.05		
33012	Atchison, Kans., and Columbus, Nebr.	Burlington and Missouri River R. R. (in Nebraska).	220.48	8.62	29,567.23	970.00	30,537.23	134.14	35.00	R. P. O. between Rule Y (n. o.) and Table Rock only, 33.80 miles.
33013	Leavenworth and Miltonvale	Kansas Central R. R.	166.18	6	11,082.54		11,082.54	66.69		
33014	Lawrence and Carbondale	Lawrence, Emporia and Southwestern Rwy.	33.75	6	1,442.81		1,442.81	42.75		
33015	Junction City and Concordia	Junction City and Fort Kearney Rwy.	70.77	12.36	6,474.74		6,474.74	91.49		
33016	Topeka, Kans., and Kansas City, Mo.	Atchison, Topeka and Santa Fé Rwy.	66.88	14	21,043.12	6,019.20	27,062.32	314.64	90.00	
33017	Florence and Winfield	do	75.03	6	3,207.53		3,207.53	42.75		
33018	Vacant.									
33019	Ottawa and Burlington	Southern Kansas Rwy.	47.04	8.16	2,493.59		2,493.59	53.01		
33020	Girard, Kans., and Joplin, Mo.	St. Louis and San Francisco Rwy.	38.77	7	1,790.01		1,790.01	46.17		
33021	Waterville and Washington	Central Branch Union Pacific R. R.	20.69	8.33	2,476.59		2,476.59	119.70		
33022	Greenleaf and Concordia	do	43.19	7	5,982.24		5,982.24	138.51		
33023	Emporia and Howard	Atchison, Topeka and Santa Fé R. R.	77.65	12	3,717.87		3,717.87	47.89		
33024	Cherryvale and Arcadia	Kansas City, Fort Scott and Memphis R. R.	73.97	7	4,806.57		4,806.57	64.98		
33025	Solomon City and Beloit	Solomon R. R.	57.86	13	4,601.02		4,601.02	79.52		
33026	Concordia and Lenora	Central Branch Union Pacific R. R.	133.70	7	14,824.25		14,824.25	108.88		
33027	Yuma and Warwick	do	30.86	7	1,319.26		1,319.26	42.75		
33028	Salina and McPherson	Salina and Southwestern Rwy.	36.78	7	1,572.34		1,572.34	42.75		
33029	Downs and Alton	Central Branch Union Pacific R. R.	24.05	7	1,563.45		1,563.45	65.04		

27101	Cedar Rapids and Manchester	Illinois Central R. R.	42.58	12	2,075.34		2,075.34	48.74		
27102	Union Pacific Transfer (n. o.) and Broadway Depot in Council Bluffs.	Union Pacific Rwy	1.76	49	121.89		121.89	69.26		
27103	Des Moines, Iowa, and St. Joseph, Mo.	Chicago, St. Paul and Kansas City Rwy.	161.34	6						Pay not fixed.
27104	Fort Dodge and Lehigh	Mason City and Fort Dodge R. R.	14.97	6	639.96		639.96	42.75		
27105	Ottumwa and Evans	Wabash Western Rwy	28.61	6						Do.
27106	Evans and Harvey	do	10.48	6						Do.
			8,454.83		925,184.13	95,802.40	1,020,986.53			
	MISSOURI.									
28001	St. Louis, Mo., and Atchison, Kans.	Missouri Pacific Rwy	330.17	23.63	201,488.10	49,546.00	251,034.10	499.32 624.15	175.00	36.75 miles land grant, St. Louis to Pacific.
28002	St. Louis and Bismarck	St. Louis, Iron Mountain and Southern Rwy.	75.33	40.03	23,637.80	4,896.45	28,534.25	313.79	65.00	
28003	St. Louis, Mo., and Vinita, Ind. T.	St. Louis and San Francisco Rwy.	359.70	12.57	56,343.40	14,105.00	70,448.40	156.64	50.00	All land grant. R.P.O., St. Louis to Monett, 282.10 miles.
28004	St. Louis and Kansas City	Wabash Western Rwy	276.80	23.12	59,877.37	13,840.00	73,717.37	216.32	50.00	
28005	Quincy, Ill., and St. Joseph, Mo.	Hannibal and St. Joseph R. R.	207.55	18.95	38,612.60	11,130.60	49,743.20	186.04	65.00	All land grant. R.P.O., Quincy to Cameron, 171.24 miles.
28006	Kansas City, Mo., and Union Pacific Transfer (n. o.), Iowa.	Kansas City, St. Joseph, and Council Bluffs R. R.	197.62	24.32	44,944.72	7,506.00	52,450.72	227.43	50.00 25.00	R. P. O., $50 per mile for 102.62 miles, Kansas City to Napier (n. o.); $25 per mile for 95 miles, Napier (n. o.) to U.P. Transfer (n. o.).
28007	Moberly, Mo., and Ottumwa, Iowa	Wabash Western Rwy	131.54	13	17,544.80		17,544.80	133.38		
28008	Versailles and Boonville	Missouri Pacific Rwy	44.25	9.43	2,724.03		2,724.03	61.56		
28009	Centralia and Columbia	Wabash Western Rwy	22.14	14	1,438.65		1,438.65	64.98		
28010	Kansas City and Cameron	Hannibal and St. Joseph R. R.	55.08	29	12,291.65	3,580.20	15,871.85	223.16	65.00	
28011	Sedalia, Mo., and Denison, Tex.	Missouri, Kansas and Texas Rwy.	433.13	14	105,491.62	21,656.50	127,148.12	246.24 196.99	50.00	23.60 miles land grant, Parsons to Chetopa.
28012	St. Joseph and Henry	St. Joseph and St. Louis R. R.	73.48	14	9,612.65		9,612.65	130.82		
28013	Brunswick and Pattonsburgh	Wabash Western Rwy	79.99	13	10,258.71		10,258.71	128.25		
28014	Hannibal and Sedalia	Missouri, Kansas and Texas Rwy.	143.35	17.38	21,816.43		21,816.43	152.19		
28015	Keokuk, Iowa, and Van Wert, Iowa.	Keokuk and Western R. R.	149.32	8.67	8,681.46		8,681.46	58.14		
28016	Raymore Junction (n. o.), Mo., and Olathe, Kans.	Kansas City, Clinton and Springfield Rwy.	26.50	11.21	1,427.55		1,427.55	53.87		
28017	Springfield, Mo., and Memphis, Tenn.	Kansas City, Fort Scott and Memphis R. R.	285.40	15.55	34,162.38		34,162.38	119.70		
28018	Mount Pleasant, Iowa, and St. Peter's, Mo.	St. Louis, Keokuk and Northwestern R. R.	189.27	11.12	28,481.34		28,481.34	150.48		
28019	Quincy, Ill., and Trenton, Mo	Quincy, Omaha and Kansas City Rwy.	137.53	6	9,760.50		9,760.50	70.97		

C.—*Railroad service as in operation on the 30th of June, 1889*—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	KANSAS—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
33062	Kingman and Mullinville	Kingman, Pratt and Western R. R.	75.73	13	5,114.80		5,114.80	67.54		
33063	Le Roy and Dearing	Verdigris Valley, Independence and Western R. R.	81.26	8.46	5,419.22		5,419.22	66.69		
33064	Howard and Moline	Kansas City, Emporia and Southern Rwy.	8.76	6	411.98		411.98	47.03		
33065	Little River and Hollyrood	Chicago, Kansas and Western R. R.	27.15	6	1,160.66		1,160.66	42.75		
33066	Chanute and Longton	do	45.13	7	4,167.30		4,167.30	92.34		
33067	Ottawa and Council Grove	Council Grove, Osage City, and Ottawa R. R.	71.34	7	4,635.67		4,635.67	64.98		
33068	Mulvane and Englewood	Chicago, Kansas and Western R. R.	166.79	7	11,408.42		11,408.42	68.40		
33069	Benedict and Madison	do	45.65	6	1,951.53		1,951.53	42.75		
33070	Salina and McCracken	Kansas and Colorado R. R.	126.25	6	11,549.35		11,549.35	91.48		
33071	Hoisington and Great Bend	do	10.34	6	442.03		442.03	42.75		
33072	Colony and Neosho Falls	Chicago, Kansas and Western R. R.	12.17	6	520.26		520.26	42.75		
33073	Anthony and Kiowa	St. Louis, Fort Scott and Wichita R. R.	30.48	14	1,769.20		1,769.20	58.14		
33074	Hutchinson and Geneseo	Salina, Sterling and El Paso Rwy.	41.84	14	2,611.23		2,611.23	62.41		
33075	St. Joseph, Mo., and Liberal, Kans.	Chicago, Rock Island and Pacific Rwy.	434.14	14.10	26,320.25		26,320.25	88.06		Pay not fixed on 135.25 miles.
33076	Horton, Kans., and Nelson, Nebr.	do	167.26	7	12,298.61		12,298.61	73.53		
33077	Bazaar and Barnard	Chicago, Kansas and Western R. R.	132.18	6.90	8,815.08		8,815.08	66.69		
33078	Sidell and Peru	Le Roy and Caney Valley Air Line R. R.	52.91	7	2,352.37		2,352.37	44.46		
33079	Kansas City, Mo., and Seneca, Kans.	Kansas City, Wyandotte and Northwestern R. R.	118.75	7	6,294.93		6,294.93	53.01		
33080	Burlington and Gridley	Chicago, Kansas and Western R. R.	11.32	6	483.93		483.93	42.75		
33081	Olcott and Iuka	Kansas Southwestern Rwy.	20.29	7	867.39		867.39	42.75		
33082	Herington and Caldwell	Chicago, Rock Island and Pacific Rwy.	122.73	14	9,944.17		9,944.17	80.87		

33083	Coffeyville and Paola	Kansas City and Pacific R. R.	125.74	7	8,148.11		8,148.11	42.75		Pay not fixed on 82.16 miles.
33084	McCracken, Kans., and Towner, Colo.	Denver, Memphis and Atlantic Rwy.	141.35	6	10,635.16		10,635.16	75.24		
33085	Oakley and Colby	Oakley and Colby Rwy	22.12	6	945.63		945.63	42.75		
33086	Genesco and Kanopolis	Kanopolis and Kansas Central Rwy.	14.76	7	895.93		895.93	60.70		
33087	Wichita and Ellsworth	St. Louis and San Francisco Rwy.	106.61	7	4,557.57		4,557.57	42.75		
33088	Keystone, Kans., and Superior, Nebr.	Chicago, Kansas and Western R. R.	80.99	7	5,193.88		5,193.88	64.13		
33089	Belleville and McFarland	Chicago, Rock Island and Pacific Rwy.	104.78	6	10,661.36		10,661.36	101.75		
33090	Le Roy and Madison	Interstate R. R.	29.96	6	1,281.64		1,281.64	42.75		
33091	Kansas City, Mo., and Paola, Kans.	Kansas City and Southwestern Rwy.	54.09	14	7,908.49		7,908.49	146.21		
33092	Bucklin and Dodge City	Chicago, Rock Island and Pacific Rwy.	26.55	6	1,135.01		1,135.01	42.75		
33093	Dexter and Arkansas City	Grouse Creek Rwy	26.26	6	1,122.61		1,122.61	42.75		
33094	Warwick, Kans., and Prosser, Nebr.	Pacific Rwy. Co. in Nebraska.	73.18	6	4,987.11		4,987.11	68.40		
33095	Gypsum and Marquette	Council Grove, Smoky Valley and Western Rwy.	27.51	7	3,363.64		3,363.64	122.27		
33096	Herrington and Salina	Chicago, Rock Island and Pacific Rwy.	49.89	7	2,175.70		2,175.70	43.61		
33097	Dodge City and Montezuma	Dodge City, Montezuma and Trinidad Rwy.	27.57	6	1,178.61		1,178.61	42.75		
33098	Zurich and Colby	Union Pacific, Lincoln and Colorado Rwy.	93.51	6	6,715.88		6,715.88	71.82		
33099	Menager Junction (n. o.) and Leavenworth Station (n. o.).	Kansas City, Wyandotte and Northwestern R. R.	9.89	6						Pay not fixed.
			8,747.93		809,983.53	74,292.20	884,275.73			
	NEBRASKA.									
34001	Union Pacific Transfer (n. o.), Iowa and Ogden, Utah.	Union Pacific Rwy	518.44 515.80	2.58	423,572.99	64,673.00	488,245.99	409.55	75.00 50.00	
34002	Ashland and Hastings	Burlington and Missouri River R. R. (in Nebraska).	121.98	14.58	24,300.85	7,928.70	32,229.55	199.22	65.00	From Plattsmouth to Ashland covered by Route 34039.
34003	Omaha, Nebr., and Sioux City, Iowa	Chicago, St. Paul, Minneapolis and Omaha Rwy.	124.30	16.74	12,009.85		12,009.85	96.62		
34004	Omaha and Oreopolis Junction (n. o).	Omaha and Southwestern R. R.	16.60	27	2,611.51	664.00	3,275.51	157.32	40.00	
34005	Nemaha City and York	Nebraska Rwy	137.41	6	11,748.55		11,748.55	85.50		
34006	Crete and Beatrice	Omaha and Southwestern R. R.	30.57	15.5	3,816.05		3,816.05	124.83		
34007	Coburn Junction (n. o.) and Ponca	Chicago, St. Paul, Minneapolis and Omaha Rwy.	16.44	6	702.81		702.81	42.75		
34008	Valley and Stromsburgh	Omaha and Republican Valley R. R.	90.42	6.41	6,339.34		6,339.34	70.11		
34009	Hastings, Nebr., and Denver, Colo.	Republican Valley R. R.	387.37	12.59	57,629.03	8,578.70	66,207.73	148.77	65.00	R. P. O. only between Hastings and McCook, 131.98 miles.

C.—*Railroad service as in operation on the 30th of June, 1889*—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	NEBRASKA—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
34010	Fremont, Nebr., and Rapid City, Dak	Fremont, Elkhorn and Missouri Valley R. R.	519.25	7.43	75,476.18	5,321.00	80,797.18	147.92	25.00	R. P. O. only between Fremont and Long Pine, 212.84 miles.
34011	York and Central City	Republican Valley R. R	42.00	6	3,016.44	.....	3,016.44	71.82	.....	
34012	Columbus and Norfolk	Omaha, Niobrara and Black Hills R. R.	50.68	7.09	3,076.78	.....	3,076.78	60.71	.....	
34013	Lincoln and Marysville	Omaha and Republican Valley R. R.	78.48	7	5,636.43	.....	5,636.43	71.82	.....	
34014	Valparaiso and Lincoln	....do	20.59	13	1,760.44	.....	1,760.44	85.50	.....	
34015	Grand Island and Ord	....do	62.44	12	4,644.91	.....	4,644.91	74.39	.....	
34016	Beatrice and Red Cloud	Republican Valley R. R	120.25	14.14	17,170.49	2,705.50	19,875.99	142.79	25.00	R. P. O. only between Wymore and Red Cloud, 108.22 miles.
34017	Oconee and Albion	Omaha, Niobrara and Black Hills R. R.	34.17	6	1,966.64	.....	1,966.64	58.14	.....	
34018	Norfolk Junc. (n. o.) and Verdigris	Fremont, Elkhorn and Missouri Valley R. R.	53.91	6	2,904.13	.....	2,904.13	53.87	.....	
34019	Nemaha City and Beatrice	Republican Valley R. R	67.90	6	4,470.58	.....	4,470.58	65.84	.....	
34020	Wymore and Table Rock	....do	40.87	13	6,185.26	1,021.75	7,207.01	151.34	25.00	
34021	Emerson and Norfolk	Chicago, St. Paul, Minneapolis and Omaha Rwy.	47.09	6	2,335.19	.....	2,335.19	45.59	.....	
34022	Wakefield and Hartington	....do	33.94	6	1,450.98	.....	1,450.98	42.75	.....	
34023	Vacant.									
34024	Chester and Hebron	Nebraska and Colorado R. R.	12.20	12	521.55	.....	521.55	42.75	.....	
34025	Genoa and Cedar Rapids	Omaha, Niobrara and Black Hills R. R.	30.71	6	1,312.85	.....	1,312.85	42.75	.....	
34026	De Witt and Superior	Nebraska and Colorado R. R.	85.52	6	5,118.37	.....	5,118.37	59.85	.....	
34027	Aurora and Grand Island	Republican Valley R. R	19.96	6	1,894.40	.....	1,894.40	94.91	.....	
34028	Odell and Concordia	Chicago, Nebraska and Kansas R. R.	72.29	6	4,697.40	.....	4,697.40	64.96	.....	
34029	Hastings and Oxford	Republican Valley R. R	106.26	11.62	17,443.64	1,624.50	19,068.14	164.16	25.00	R. P. O. only between Red Cloud and Oxford, 64.62 miles.
34030	Kenesaw and Kearney	Burlington and Missouri River R. R. (in Nebraska).	24.87	7	1,844.47	.....	1,844.47	84.72	.....	

		Republican and Colorado R. R..	28.73	6	1,227.78	.....	1,227.78	42.76	.....	
34033	St. Paul and Loup City	Republican Valley and Kansas and Burlington, Kansas and Southwestern R. R. Co.	78.73	6	5,567.46	.....	5,567.46	70.97	.....	
34034	Fairmont and Hebron	Omaha and Republican Valley R. R.	39.59	6	2,132.71	.....	2,132.71	53.87	.....	
34035	Chadron, Nebr., and Douglas, Wyo..	Burlington and Missouri River R. R. (in Nebraska).	36.45	6	1,932.21	.....	1,932.21	53.01	.....	
34036	Grand Island and Alliance	Fremont, Elkhorn and Missouri Valley R. R.	140.36	6	8,522.46	.....	8,522.46	60.71	.....	
34037	Fremont and Lincoln	Grand Island and Wyoming Central R. R.	270.25	6	24,030.63	.....	24,030.63	88.92	.....	
34038	Omaha and Ashland	Fremont, Elkhorn and Missouri Valley R. R.	53.97	6	2,717.36	.....	2,717.36	51.30	.....	
34039	Plattsmouth and Ashland	Omaha and North Platte R. R.	31.20	6	5,441.90	2,028.09	7,469.90	174.42	65.00	
		Burlington and Missouri River R. R. (in Nebraska).	31.37	14.58	5,622.48	178.80	5,811.28	179.55	40.09	R. P. O. only between Plattsmouth and Oreopolis Junction, 4.47 miles.
34040	Weeping Water and Lincoln	Missouri Pacific Rwy.....	35.11	6	1,621.62	.....	1,621.62	46.17	.....	
34041	Scribner and Oakdale.....	Fremont, Elkhorn and Missouri Valley R. R.	115.73	6	8,213.35	.....	8,213.35	70.97	.....	
34042	Elwood, Nebr., and Cheyenne, Wyo.	Nebraska and Colorado R. R..	207.82	6	24,739.49	.....	24,739.49	89.37	.....	
34043	Edgar and Holdrege	.....do	31.11	6	3,467.45	.....	3,467.45	42.75	.....	
34044	Aurora and Hastings.....	Burlington and Missouri River R. R. (in Nebraska).	29.84	6	1,275.66	.....	1,275.66	42.75	.....	
34045	Fairfield and Stromsburgh.....	Kansas City and Omaha R. R.	65.49	6	2,799.69	.....	2,799.69	42.75	.....	
34046	Orleans, Nebr., and St. Francis, Kans.	Burlington and Missouri River R. R. (in Nebraska).	134.46	6	10,922.18	.....	10,922.18	81.23	.....	
34047	Weeping Water and Nebraska City.	Missouri Pacific Rwy	24.87	6	2,360.16	.....	2,360.16	94.90	.....	
34048	Nebraska City and Auburn	Nebraska Southern Rwy.....	22.89	14	2,035.37	.....	2,035.37	88.92	.....	
34049	Central City and Arcadia.....	Burlington and Missouri River R. R. (in Nebraska).	71.07	6	3,827.83	.....	3,827.83	53.86	.....	
34050	Fairbury, Nebr., and Colorado Springs, Colo.	Chicago, Rock Island and Pacific Rwy.	454.47	14	50,128.04	.....	50,128.04	110.30	.....	
34051	Omaha and Arlington	Fremont, Elkhorn and Missouri Valley R. R.	28.69	13	3,237.95	.....	3,237.95	112.86	.....	
34052	Platte River Junction (n. o.) and Hastings.	.....do	119.86	7	7,685.42	.....	7,685.42	64.12	.....	
34053	Fairfield and Alma	Kansas City and Omaha R. R.	87.79	6	3,753.02	.....	3,753.02	42.75	.....	
34054	Fairbury and McCool Junction.....	St. Joseph and Grand Island R. R.	50.62	6	2,250.56	.....	2,250.56	44.46	.....	
34055	Palmer and Burwell	Burlington and Missouri River R. R. (in Nebraska).	69.38	6	3,203.27	.....	3,203.27	46.17	.....	
34056	Linwood and Superior	Fremont, Elkhorn and Missouri Valley R. R.	122.79	6	7,454.58	.....	7,454.58	60.71	.....	
34057	Ashland and Schuyler.....	Omaha and North Platte R. R.	50.71	6	2,167.85	.....	2,167.85	42.75	.....	
34058	Boelus and Nantasket	Omaha and Republican Valley R. R.	9.74	6	416.38	.....	416.38	42.75	.....	
34059	Talmage and Crete	Missouri Pacific Rwy.....	58.45	6	.....	.....	.....	.....	.....	Pay not fixed.

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	NEBRASKA—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
34060	Wayne and Randolph	Chicago, St. Paul, Minneapolis and Omaha Rwy.	20.83	6	.....	.....	.....	.....	.....	Pay not fixed.
34061	Greeley and Ericson	Burlington and Missouri River R. R. (in Nebraska).	18.64	6	.....	.....	.....	.....	.....	Do.
			6,163.43		903,962.27	94,723.95	998,686.22			
	DAKOTA.									
35001	Sioux City, Iowa, and Mitchell, Dak.	Chicago, Milwaukee and St. Paul Rwy.	138.18	9.59	10,751.78	.....	10,751.78	77.81	.....	
35002	Marion and Chamberlain	do	111.65	12	14,415.13	.....	14,415.13	129.11	.....	
35003	Breckenridge and Hope	St. Paul, Minneapolis and Manitoba Rwy.	93.25	5.04	7,016.13	.....	7,016.13	75.24	.....	Pay based on a service of not less than six round trips per week.
35004	Vacant.									
35005	Fargo and Neche	do	157.84	6	15,654.57	.....	15,654.57	99.18	.....	
35006	Everest and Langdon	do	155.22	6	10,748.98	.....	10,748.98	69.25	.....	
35007	Flandreau and Sioux Falls	Chicago, Milwaukee and St. Paul Rwy.	39.31	6	2,252.06	.....	2,252.06	57.29	.....	
35008	Egan and Woonsocket	do	85.30	6	8,022.46	.....	8,022.46	94.05	.....	
35009	Millbank and Wilmot	do	17.26	6	737.86	.....	737.86	42.75	.....	
35010	Huron and Columbia	Dakota Central Rwy	97.26	7	7,235.17	.....	7,235.17	74.39	.....	
35011	Vacant.									
35012	Ashton and Edgeley	Chicago Milwaukee and St. Paul Rwy.	96.81	6.30	7,697.36	.....	7,697.36	79.51	.....	
35013	Ripon and Portland Junction (n. o.)	St. Paul, Minneapolis and Manitoba Rwy.	41.41	6	2,514.00	.....	2,514.00	60.71	.....	
35014	Brookings and Watertown	Dakota Central Rwy	48.21	12	2,184.87	.....	2,184.87	45.32	.....	
35015	Fargo and Edgeley	Fargo and Southwestern R. R.	110.00	6	5,047.24	.....	5,047.24	57.29	.....	Pay not fixed on 21.90 miles.
35016	Jamestown and Minnewaukon	Jamestown and Northern R. R.	90.25	6	4,475.49	.....	4,475.49	49.59	.....	
35017	Mitchell and Ashton	Chicago, Milwaukee and St. Paul Rwy.	96.10	7	10,435.49	.....	10,435.49	108.59	.....	
35018	Sanborn and Cooperstown	Sanborn, Cooperstown and Turtle Mountain R. R.	36.35	6	1,553.96	.....	1,553.96	42.75	.....	
35019	Fargo and Ortonville	Chicago, Milwaukee and St. Paul Rwy.	119.52	6	7,387.65	.....	7,387.65	61.56	.....	

35022	Andover and Harlem	Rwy. Chicago, Milwaukee and St. Paul Rwy.	55.79	6	3,353.02		3,595.55	91.49		
35023	Columbia and Oakes	Chicago and Northwestern Rwy.	39.80	6	3,595.55		4,700.09	62.41		
35024	Redfield and Gettysburgh	do	75.81	6	4,700.09	864.83	864.83	42.75		
35025	Tripp and Armour	Chicago, Milwaukee and St. Paul Rwy.	20.23	6	39,969.02		39,969.02	59.85		
35026	Devil's Lake, Dak., and Great Falls, Mont.	St. Paul, Minneapolis and Manitoba Rwy.	667.62	6	9,690.35		9,690.35	81.23		
35027	Tintah Junction (n. o.), Minn., and Aberdeen, Dak.	do	119.31	7	936.32		936.32	61.56		
35028	Valley Junction (n. o.) and Oakes	James River Valley R. R	15.21	7	936.32		2,069.39	49.59		
35029	Roscoe and Orient	Chicago, Milwaukee and St. Paul Rwy.	41.78	6	2,069.39					
35030	Rugby and Bottineau	St. Paul, Minneapolis and Manitoba Rwy.	38.10	6	1,628.77		1,628.77	42.75		
35031	Rutland and Ellendale	do	49.73	7	2,125.95		2,125.95	42.75		
35032	Roscoe and Eureka	Chicago, Milwaukee and St. Paul Rwy.	26.70	6	1,141.42		1,141.42	42.75		
35033	Madison and Bristol	do	103.39	6	5,834.29		5,834.29	56.43		
35034	Fairmount and Oakes	Minneapolis and Pacific Rwy.	72.64	6	4,285.03		4,285.03	58.99		
35035	Doland and Groton	Chicago and Northwestern Rwy.	39.24	6	1,677.51		1,677.51	42.75		
35036	Salem and Mitchell	Chicago, St. Paul, Minneapolis and Omaha Rwy.	33.10	7	1,556.36		1,556.36	47.02		
35037	Rapid City and Whitewood	Fremont, Elkhorn and Missouri Valley R. R.	37.27	7	4,365.43		4,365.43	117.13		
35038	Watertown and Huron	Duluth, Watertown and Pacific Rwy.	70.57	6	3,016.86		3,016.86	42.75		
35039	Church's Ferry and St. John's	St. Paul, Minneapolis and Manitoba Rwy.	55.00	3	2,351.25		2,351.25	42.75		Pay based on a service of not less than six round trips per week.
35040	Carrington and Sykeston	Northern Pacific R. R	13.14	6						Pay not fixed.
			3,185.76		213,765.04		213,765.04			
	MONTANA.									
36001	Silver Bow and Garrison	Montana Union Rwy	44.90	7	3,724.00		3,724.00	82.94		
36002	Vacant									Covered by Route 36005.
36003	Stuart and Anaconda	Montana Union Rwy	8.53	7	364.65		364.65	42.75		
36004	Drummond and Rumsey	Northern Pacific R. R	31.92	7	1,222.11		1,222.11	46.17		Pay not fixed on 5.45 miles.
36005	Butte City and Great Falls	Montana Central Rwy	172.76	10	17,873.74		17,873.74	103.46		
36006	Vacant									Covered by Route 36005.
36007	Clough Junction (n. o.) and Basin	Northern Pacific R. R	12.97	6						Pay not fixed.
36008	Missoula and Victor	Missoula and Bitter Root Valley R. R.	51.00	6						Do.

C.—*Railroad service as in operation on the 30th of June, 1889*—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	KANSAS—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
33010	Atchinson, Kans., and Pueblo, Colo.	Atchinson, Topeka and Santa Fé R. R.	{ 470.41 / 150.04 }	16.03	127,362.44	51,277.50	178,639.94	{ 193.57 / 241.97 }	90.00	Land grant Atchison to State line (n. o.), 470.41 miles. R. P. O. Topeka to Pueblo only, 569.75 miles.
33011	Newton and Arkansas City	do	78.81	8.41	7,412.08		7,412.08	94.05		
33012	Atchison, Kans., and Columbus, Nebr.	Burlington and Missouri River R. R. (in Nebraska).	220.48	8.62	29,567.23	976.00	30,567.23	134.24	26.00	R. P. O. between Rule Y (n. o.) and Table Rock only, 38.80 miles.
33013	Leavenworth and Miltonvale	Kansas Central R. R.	166.18	6	11,082.54		11,082.54	66.69		
33014	Lawrence and Carbondale	Lawrence, Emporia and Southwestern Rwy.	33.75	6	1,442.81		1,442.81	42.75		
33015	Junction City and Concordia	Junction City and Fort Kearney Rwy.	70.77	12.36	6,474.74		6,474.74	91.49		
33016	Topeka, Kans., and Kansas City, Mo.	Atchison, Topeka and Santa Fé Rwy.	66.88	14	21,043.12	6,019.20	27,062.32	314.64	90.00	
33017	Florence and Winfield	do	75.03	6	3,207.53		3,207.53	42.75		
33018	Vacant.									
33019	Ottawa and Burlington	Southern Kansas Rwy.	47.04	8.16	2,493.59		2,493.59	53.01		
33020	Girard, Kans., and Joplin, Mo.	St. Louis and San Francisco Rwy.	38.77	7	1,790.01		1,790.01	46.17		
33021	Waterville and Washington	Central Branch Union Pacific R. R.	20.69	8.83	2,476.59		2,476.59	119.70		
33022	Greenleaf and Concordia	do	43.19	7	5,982.24		5,982.24	138.51		
33023	Emporia and Howard	Atchison, Topeka and Santa Fé R. R.	77.65	12	3,717.87		3,717.87	47.88		
33024	Cherryvale and Arcadia	Kansas City, Fort Scott and Memphis R. R.	73.97	7	4,806.57		4,806.57	64.98		
33025	Solomon City and Beloit	Solomon R. R.	57.86	13	4,601.02		4,601.02	79.53		
33026	Concordia and Lenora	Central Branch Union Pacific R. R.	138.70	7	14,824.25		14,824.25	106.88		
33027	Yuma and Warwick	do	30.86	7	1,319.26		1,319.26	42.75		
33028	Salina and McPherson	Salina and Southwestern Rwy.	36.78	7	1,572.34		1,572.34	42.75		
33029	Downs and Alton	Central Branch Union Pacific R. R.	24.05	7	1,583.45		1,583.45	65.84		

38011	Alamosa and Del Norte	do	21.35	6	1,288.97		1,288.97	43.61		
38012	Salida and State Line (n. o.)	do	244.51	7.40	26,551.34		26,551.34	108.59		
38013	Vacant.									
38014	Schwander's Station (n. o.) and St. Elmo.	Denver, South Park and Pacific R. R.	20.96	7	1,092.75		1,092.75	52.16		Part restated as Route 38038.
38015	Mears and Villa Grove	Denver and Rio Grande R. R.	20.16	6	861.84		861.84	42.75		
38016	Gunnison and Crested Butte	do	28.62	6	1,223.50		1,223.50	42.75		
38017	Julesburgh and La Salle	Colorado Central R. R	150.96	14	12,648.98		12,648.98	83.79		
38018	Leadville and Aspen	Denver and Rio Grande R. R.	137.82	7	12,254.95		12,254.95	88.92		
38019	Pueblo and Leadville	do	161.76	14.20	22,267.88		22,267.88	137.66		
38020	Argo Junction (n. o.) and Silver Plume.	Colorado Central R. R	51.96	12.33	4,067.16		4,067.16	78.66		
38021	Forks Creek and Central City	do	11.47	14	588.41		588.41	51.30		
38022	Bear Creek Junction (n. o.) and Morrison.	Denver, South Park and Pacific R. R.	9.55	7	408.26		408.26	42.75		
38023	Denver and Pueblo	Denver, Texas and Gulf R. R.	126.48	7	7,029.75		7,029.75	55.68		
38024	Garo and London	Denver, South Park and Pacific R. R.	15.57	7	665.61		665.61	42.75		
38025	Manitou Junction (n. o.) and Colorado Springs.	Denver, Texas and Gulf R. R.	9.93	14	424.06		424.06	42.75		
38026	Dickey Station (n. o.) and Dillon	Denver, South Park and Pacific R. R.	2.94	7	125.68		125.68	42.75		
38027	Greeley and Stout	Greeley, Salt Lake and Pacific Rwy.	39.17	6.68	2,811.08		2,811.08	50.00		
38028	Denver and Lyons	Denver, Utah and Pacific R. R.	44.97	6	1,922.46		1,922.46	42.75		
38029	Boulder and Sunset	Greeley, Salt Lake and Pacific Rwy.	13.05	6	557.88		557.88	42.75		
38030	Colorado Springs Station (n. o.) and Manitou Station (n. o.).	Denver and Rio Grande R. R.	5.40	14	240.08		240.08	44.46		
38031	Como and Buena Vista	Denver, South Park and Pacific R. R.	48.38	9.94	2,937.14		2,937.14	60.71		
38032	Como and King	do	3.48	6	148.77		148.77	42.75		
38033	El Moro and Trinidad	Denver and Rio Grande R. R.	4.48	14	233.63		233.63	52.15		
38034	Colorado Springs and Aspen	Colorado Midland Rwy	216.05	7	15,333.06		15,333.06	70.97		
38035	Denver and Pueblo	Atchison, Topeka and Santa Fé R. R.	117.46	15.86	15,666.81		15,666.81	133.38		
38036	Towner and Pueblo	Pueblo and State Line R. R.	150.76	7	9,151.13		9,151.13	60.70		
38037	Montrose and Ouray	Denver and Rio Grande R. R.	36.36	6	2,393.94		2,393.94	65.84		
38038	Gunnison and Castleton	Denver, South Park and Pacific R. R.	15.49	7	807.95		807.95	52.16		Formerly part of Route 38014.
38039	Aspen Junction (n. o.) and New Castle.	Colorado Midland Rwy	35.98	6	1,538.14		1,538.14	42.75		
38040	Military Junction (n. o.) and Fort Logan.	Denver and Rio Grande R. R.	1.50	6						Pay not fixed.
			3,154.60		320,964.08	8,702.25	329,686.83			
	NEW MEXICO.									
39001	Lamy and Santa Fé	Atchison, Topeka and Santa Fé R. R.	19.19	14	1,132.21		1,132.21	59.00		
39002	Antonito, Colo., and Silverton, Colo.	Denver and Rio Grande R. R.	217.05	6	16,146.34		16,146.34	74.39		
39003	Albuquerque, N. Mex., and Needles, Cal.	Atlantic and Pacific R. R.	574.86	7	61,734.21		61,734.21	107.39		Land grant.

C.—*Railroad service as in operation on the 30th of June, 1889*—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	KANSAS—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
33062	Kingman and Mullinville	Kingman, Pratt and Western R. R.	75.78	13	5,114.80	.....	5,114.80	67.54	.....	
33063	Le Roy and Dearing	Verdigris Valley, Independence and Western R. R.	81.26	8.46	5,419.22	.....	5,419.22	66.69	.....	
33064	Howard and Moline	Kansas City, Emporia and Southern Rwy.	8.76	6	411.98	.....	411.98	47.03	.....	
33065	Little River and Hollyrood	Chicago, Kansas and Western R. R.	27.15	6	1,160.66	.....	1,160.66	42.75	.....	
33066	Chanute and Longton	do	45.13	7	4,167.30	.....	4,167.30	92.34	.....	
33067	Ottawa and Council Grove	Council Grove, Osage City, and Ottawa R. R.	71.34	7	4,635.67	.....	4,635.67	64.98	.....	
33068	Mulvane and Englewood	Chicago, Kansas and Western R. R.	166.79	7	11,408.42	.....	11,408.42	68.40	.....	
33069	Benedict and Madison	do	45.65	6	1,951.53	.....	1,951.53	42.75	.....	
33070	Salina and McCracken	Kansas and Colorado R. R.	126.25	6	11,549.35	.....	11,549.35	91.48	.....	
33071	Hoisington and Great Bend	do	10.34	6	442.03	.....	442.03	42.75	.....	
33072	Colony and Neosho Falls	Chicago, Kansas and Western R. R.	12.17	6	520.26	.....	520.26	42.75	.....	
33073	Anthony and Kiowa	St. Louis, Fort Scott and Wichita R. R.	30.43	14	1,769.20	.....	1,769.20	58.14	.....	
33074	Hutchinson and Geneseo	Salina, Sterling and El Paso Rwy.	41.84	14	2,611.23	.....	2,611.23	62.41	.....	
33075	St. Joseph, Mo., and Liberal, Kans.	Chicago, Rock Island and Pacific Rwy.	434.14	14.10	26,320.25	.....	26,320.25	88.06	.....	Pay not fixed on 135.25 miles.
33076	Horton, Kans., and Nelson, Nebr.	do	167.26	7	12,298.61	.....	12,298.61	73.53	.....	
33077	Bazaar and Barnard	Chicago, Kansas and Western R. R.	132.18	6.90	8,815.08	.....	8,815.08	66.69	.....	
33078	Sidell and Peru	Le Roy and Caney Valley Air Line R. R.	52.91	7	2,352.37	.....	2,352.37	44.46	.....	
33079	Kansas City, Mo., and Seneca, Kans.	Kansas City, Wyandotte and Northwestern R. R.	118.75	7	6,294.93	.....	6,294.93	53.01	.....	
33080	Burlington and Gridley	Chicago, Kansas and Western R. R.	11.32	6	483.93	.....	483.93	42.75	.....	
33081	Olcott and Iuka	Kansas Southwestern Rwy.	20.29	7	867.39	.....	867.39	42.75	.....	
33082	Herington and Caldwell	Chicago, Rock Island and Pacific Rwy.	123.73	14	9,944.17	.....	9,944.17	80.37	.....	

33083	Coffeyville and Paola	Kansas City and Pacific R. R.	125.74	7	3,148.11		3,148.11	42.75		Pay not fixed on 83.16 miles.
33084	McCracken, Kans., and Towner, Colo.	Denver, Memphis and Atlantic Rwy.	141.35	6	10,635.16		10,635.16	75.24		
33085	Oakley and Colby	Oakley and Colby Rwy	22.12	6	945.63		945.63	42.75		
33086	Genesco and Kanopolis	Kanopolis and Kansas Central Rwy.	14.76	7	895.93		895.93	60.70		
33087	Wichita and Ellsworth	St. Louis and San Francisco Rwy.	106.61	7	4,557.57		4,557.57	42.75		
33088	Keystone, Kans., and Superior, Nebr.	Chicago, Kansas and Western R. R.	80.99	7	5,193.88		5,193.88	64.13		
33089	Belleville and McFarland	Chicago, Rock Island and Pacific Rwy.	104.78	6	10,661.36		10,661.36	101.75		
33090	Le Roy and Madison	Interstate R. R.	29.96	6	1,281.64		1,281.64	42.75		
33091	Kansas City, Mo., and Paola, Kans.	Kansas City and Southwestern Rwy.	54.09	14	7,908.49		7,908.49	146.21		
33092	Bucklin and Dodge City	Chicago, Rock Island and Pacific Rwy.	26.55	6	1,135.01		1,135.01	42.75		
33093	Dexter and Arkansas City	Grouse Creek Rwy	26.26	6	1,122.61		1,122.61	42.75		
33094	Warwick, Kans., and Prosser, Nebr.	Pacific Rwy. Co. in Nebraska.	72.18	6	4,937.11		4,937.11	68.40		
33095	Gypsum and Marquette	Council Grove, Smoky Valley and Western Rwy.	27.51	7	3,363.64		3,363.64	122.27		
33096	Herrington and Salina	Chicago, Rock Island and Pacific Rwy.	49.89	7	2,175.70		2,175.70	43.61		
33097	Dodge City and Montezuma	Dodge City, Montezuma and Trinidad Rwy.	27.57	6	1,178.61		1,178.61	42.75		
33098	Zurich and Colby	Union Pacific, Lincoln and Colorado Rwy.	93.51	6	6,715.88		6,715.88	71.82		
33099	Menager Junction (n. o.) and Leavenworth Station (n. o.).	Kansas City, Wyandotte and Northwestern R. R.	9.89	6						Pay not fixed.
			8,747.93		809,983.53	74,292.20	884,275.73			
	NEBRASKA.									
34001	Union Pacific Transfer (n. o.), Iowa and Ogden, Utah.	Union Pacific Rwy	{518.44 {515.80	{9.58	423,572.99	64,673.00	488,245.99	409.55	{75.00 {50.00	
34002	Ashland and Hastings	Burlington and Missouri River R. R. (in Nebraska).	121.98	14.58	24,300.85	7,928.70	32,229.55	199.22	65.00	From Plattsmouth to Ashland covered by Route 34039.
34003	Omaha, Nebr., and Sioux City, Iowa.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	124.30	10.74	12,009.85		12,009.85	96.62		
34004	Omaha and Oreopolis Junction (n. o).	Omaha and Southwestern R.R.	16.60	27	2,611.51	664.00	3,275.51	157.32	40.00	
34005	Nemaha City and York	Nebraska Rwy	137.41	6	11,748.55		11,748.55	85.50		
34006	Crete and Beatrice	Omaha and Southwestern R.R.	30.57	15.5	3,816.05		3,816.05	124.83		
34007	Coburn Junction (n. o.) and Ponca	Chicago, St. Paul, Minneapolis and Omaha Rwy.	16.44	6	702.81		702.81	42.75		
34008	Valley and Stromsburgh	Omaha and Republican Valley R. R.	90.42	6.41	6,339.34		6,339.34	70.11		
34009	Hastings, Nebr., and Denver, Colo.	Republican Valley R. R.	387.37	12.59	57,629.03	8,578.70	66,207.73	148.77	65.00	R. P. O. only between Hastings and McCook, 131.98 miles.

C.—*Railroad service as in operation on the 30th of June*, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	WASHINGTON TERRITORY—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
43013	Stuck and Puyallup Junction (n. o.).	Northern Pacific and Puget Sound Shore R. R.	7.50	7	320.62	.....	320.62	42.75	.....	
43014	Starbuck and Pomeroy	Oregon Rwy. and Navigation Co.	29.53	6	1,489.78	.....	1,489.78	50.45	.....	
43015	Marshall, Wash., and Genesee, Idaho.	Spokane and Palouse Rwy....	104.31	6	7,937.99	.....	7,937.99	76.10	.....	
43016	Colfax and Farmington	Columbia and Palouse R. R...	27.81	6	1,188.87	.....	1,188.87	42.75	.....	
43017	Walla Walla, Wash., and Pendleton, Oregon.	Oregon Rwy. and Navigation Co.	47.43	7	2,352.05	.....	2,352.05	49.59	.....	
43018	Seattle and Olney.....	Seattle, Lake Shore and Eastern Rwy.	43.25	9.36	1,886.13	.....	1,886.13	43.61	.....	
43019	La Crosse Junction (n. o.) and Riparia.	Oregon Rwy. and Navigation Co.	24.60	7	2,250.65	.....	2,250.65	91.49	.....	
43020	Woodinville and Snohomish	Seattle, Lake Shore and Eastern Rwy.	14.84	6	634.41	.....	634.41	42.75	.....	
			1,432.70		150,273.50	.....	150,273.50			
	OREGON.									
44001	Portland and Ashland	Oregon and California R. R ...	342.58	7.41	56,237.93	.....	56,237.93	164.16	.....	
44002	Portland and Corvallis.....	.....do	97.78	6	6,772.24	.....	6,772.24	69.26	.....	
44003	Umatilla and Huntington.....	Oregon Rwy. and Navigation Co.	218.04	7	32,437.81	.....	32,437.81	148.77	.....	
44004	Portland and Dundee Junction	Portland and Willamette Valley Rwy.	29.15	6	1,620.15	.....	1,620.15	55.58	.....	Formerly part of Route 44007.
44005	Portland, Oregon, and Wallula, Wash.	Oregon Rwy. and Navigation Co.	214.76	14	39,846.57	.....	39,846.57	185.54	.....	
44006	Albany and Yaquina	Oregon Pacific R. R.....	85.16	6	4,223.08	.....	4,223.08	49.59	.....	
44007	Ray's Landing (n. o.) and Coburg...	Oregonian Rwy. Co. (Limited) Line.	89.73	6	4,987.20	.....	4,987.20	55.58	.....	Part restated as Route 44004.
44008	Dundee Junction (n. o.) and Airlie..	.....do	52.60	6	2,248.65	.....	2,248.65	42.75	.....	
44009	Sheridan Junction (n. o.) and Sheridan.	.....do	7.21	12	308.22	.....	308.22	42.75	.....	
44010	Albany Station (n. o.) and Lebanon Station (n. o.).	Oregon and California R. R ...	12.50	6	534.37	.....	534.37	42.75	.....	
			1,149.51		149,216.22	.....	149,216.22			

	NEVADA.									
45001	Virginia City and Reno	Virginia and Truckee R. R	53.08	7	4,856.28		4,856.28	91.49		Pay is based on a service of not less than six round trips per week.
45002	Palisade and Eureka	Eureka and Palisade R. R	90.88	3	5,283.75		5,283.75	58.14		
45003	Battle Mountain and Austin	Nevada Central Rwy	93.15	3	3,982.16		3,982.16	42.75		Do.
45004	Mound House, Nev., and Keeler, Cal.	Carson and Colorado R. R	293.00	5.07	17,035.02		17,035.02	58.14		Do.
45005	Reno, Nev., and Liegan Station (n. o.), Cal.	Nevada and California R. R	70.30	6	4,387.41		4,387.41	62.41		
45006	Belleville Junction (n. o.) and Candelaria.	Carson and Colorado R. R	7.80	7	453.49		453.49	58.14		
			608.21		35,998.11		35,998.11			
	CALIFORNIA.									
46001	San Francisco, Cal., and Ogden, Utah	Central Pacific R. R	45.40 783.77	9.76	326,652.68	42,843.50	369,496.18	391.59	75.00 50.00	
46002	San Francisco and Soledad	Southern Pacific R. R	110.48 32.50	12	15,285.75		15,285.75	112.00 89.60		From San José to Carnadero Station (n. o.), 32.50 miles, land grant.
46003	Roseville, Cal., and Ashland, Oregon	Central Pacific R. R	323.30	11.18	50,308.71	1,168.50	51,477.21	155.61	25.00	R. P. O. only on 46.74 miles.
46004	Petaluma and Lakeville	San Francisco and North Pacific R. R.	7.53	6	321.90		321.90	42.75		
46005	Sacramento and Placerville	Sacramento and Placerville R. R.	60.75	8.81	4,623.07		4,623.07	76.10		
46006	Suisun City and Napa Junction	California Pacific R. R	13.08	13	592.78		592.78	45.32		
46007	Woodland and Grafton	do	9.92	7	424.08		424.08	42.75		
46008	Vallejo Junction (n. o.) and Calistoga	do	43.88	13	3,076.42		3,076.42	70.11		
46009	Marysville and Oroville	Northern California R. R	27.50	7	1,316.70		1,316.70	47.88		
46010	Lathrop and Goshen	Central Pacific R. R	146.39	13	25,032.69	3,659.75	28,692.44	171.00	25.00	
46011	San Francisco and Ukiah	San Francisco and North Pacific R. R.	113.45	13	9,951.04		9,951.04	117.14		Pay not fixed on 28.50 miles.
46012	Stockton and Milton	Stockton and Copperopolis R. R.	30.09	9	1,775.31		1,775.31	59.00		
46013	San Pedro and Los Angeles Station (n. o.).	Southern Pacific R. R	25.21	7	1,077.72		1,077.72	42.75		
46014	Goshen, Cal., and Yuma, Ariz	do	491.76	7.27	60,879.88	6,069.50	66,949.38	123.80	25.00	R. P. O. only between Goshen and Los Angeles, 242.78 miles. Land grant.
46015	Elmira and Rumsey	Vaca Valley and Clear Lake R. R.	51.50	6.9	2,333.98		2,333.98	45.32		
46016	San Francisco and Cazadero	North Pacific Coast R. R	87.00	9.3	4,984.23		4,984.23	57.29		
46017	Los Angeles Station (n. o.) and Santa Ana.	Central Pacific R. R. Company (lessee Los Angeles and San Diego R. R.).	34.35	6	2,320.34		2,320.34	67.55		
46018	Visalia and Goshen	Visalia R. R	7.66	19	392.95		392.95	51.30		
46019	Colfax and Nevada City	Nevada County Narrow Gauge R. R.	22.77	14	1,557.46		1,557.46	68.40		

C.—*Railroad service as in operation on the 30th of June, 1889*—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post office cars.	Remarks.
	CALIFORNIA—continued.		*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
46020	Los Angeles Station (n. o.) and Santa Monica.	Los Angeles and Independence R. R.	18.52	7	791.72	.....	791.72	42.75	.....	
46021	Santa Cruz and Pajaro	Santa Cruz R. R	22.07	7	943.49	.....	943.49	42.75	.....	
46022	Davisville and Tehama	Central Pacific R. R. Company (lessee Northern Rwy.)	111.64	7.59	14,986.55	2,791.00	17,777.55	134.24	25.00	
46023	Galt and Ione	Amador Branch Rwy	27.85	7	1,452.65	.....	1,452.65	52.16	.....	
46024	West Oakland Station (n. o.) and Berkeley.	Central Pacific R. R. Company (lessee Berkeley Branch R. R.).	5.20	16	226.77	.....	226.77	43.61	.....	
46025	San Anselmo (n. o.) and San Quentin	North Pacific Coast R. R	6.00	19	256.50	.....	256.50	42.75	.....	
46026	San Francisco and Alameda	Central Pacific R. R	11.26	20.60	500.61	.....	500.61	44.46	.....	
46027	Fulton and Guerneville	San Francisco and North Pacific R. R.	16.04	7	685.71	.....	685.71	42.75	.....	
46028	San Francisco and Sacramento	Central Pacific R. R	140.55	11.50	17,425.38	.....	17,425.38	123.98	.....	
46029	Niles and San José	....do	18.61	13	938.86	.....	938.86	50.45	.....	
46030	Monterey and Castroville	Monterey R. R	16.67	6	712.64	.....	712.64	42.75	.....	
46031	San Francisco and Santa Cruz	South Pacific Coast R. R	83.10	13.8	6,323.91	.....	6,323.91	76.10	.....	
46032	Port Costa and Lathrop	Central Pacific R. R. Company (lessee San Pablo R. R.)	62.23	13	10,641.33	1,555.75	12,197.08	171.00	25.00	
46033	Citrus Station (n. o.) and Riverside.	California Southern R. R	3.79	28	243.05	.....	243.05	64.13	.....	
46034	Gilroy and Tres Pinos	Southern Pacific R. R	20.64	10	733.95	.....	733.95	35.56	.....	Land grant.
46035	Peters and Oakdale	Stockton and Copperopolis R. R.	19.22	6	821.65	.....	821.65	42.75	.....	
46036	Ignacio Station (n. o.) and Junction S. V. R. R. (n. o.).	Marin and Napa R. R	7.50	6	320.62	.....	320.62	42.75	.....	
46037	National City and Barstow	California Southern R. R	212.69	7	17,457.59	.....	17,457.59	82.08	.....	
46038	Goshen and Alcalde	Southern Pacific R. R	61.21	7	2,260.48	.....	2,260.48	36.93	.....	Do.
46039	Junction (n. o.) and Glen Ellen	Sonoma Valley R. R	18.90	7	807.98	.....	807.98	42.75	.....	
46040	San Luis Obispo and Los Olivos	Pacific Coast Rwy	67.57	6	3,350.78	.....	3,350.78	49.59	.....	
46041	San Luis Obispo and Port Harford	....do	12.20	6	521.55	.....	521.55	42.75	.....	
46042	Mojave and Needles	Atlantic and Pacific R. R	240.72	7	23,544.82	.....	23,544.82	97.81	.....	Do.
46043	Lodi and Valley Springs	San Joaquin and Sierra Nevada R. R.	26.81	7	1,650.42	.....	1,650.42	61.56	.....	
46044	Eureka and Hydesville	Eel River and Eureka R. R	26.70	7	1,597.99	.....	1,597.99	59.85	.....	
46045	Felton and Boulder Creek	South Pacific Coast Rwy	6.14	12	347.98	.....	347.98	42.75	.....	
46046	Vacant									Covered by 46033.

35020	Jamestown and La Moure	James River Valley R. R	48.87	6	2,080.19		2,089.19	42.75		
35021	Centreville and Yankton	Chicago and Northwestern Rwy.	29.39	13	1,882.21		1,882.21	47.03		
35022	Andover and Harlem	Chicago, Milwaukee and St. Paul Rwy.	55.79	6	2,385.02		2,385.02	42.75		
35023	Columbia and Oakes	Chicago and Northwestern Rwy.	39.30	6	3,595.55		3,595.55	91.49		
35024	Redfield and Gettysburgh	do	75.31	6	4,700.09		4,700.09	62.41		
35025	Tripp and Armour	Chicago, Milwaukee and St. Paul Rwy.	20.23	6	864.83		864.83	42.75		
35026	Devil's Lake, Dak., and Great Falls, Mont.	St. Paul, Minneapolis and Manitoba Rwy.	667.82	6	39,969.02		39,969.02	59.85		
35027	Tiutah Junction (n. o.), Minn., and Aberdeen, Dak.	do	119.31	7	9,690.35		9,690.35	81.23		
35028	Valley Junction (n. o.) and Oakes	James River Valley R. R	15.21	7	936.32		936.32	61.56		
35029	Roscoe and Orient	Chicago, Milwaukee and St. Paul Rwy.	41.73	6	2,069.39		2,069.39	49.59		
35030	Rugby and Bottineau	St Paul, Minneapolis and Manitoba Rwy.	38.10	6	1,628.77		1,628.77	42.75		
35031	Rutland and Ellendale	do	49.73	7	2,125.95		2,125.95	42.75		
35032	Roscoe and Eureka	Chicago, Milwaukee and St. Paul Rwy.	26.70	6	1,141.42		1,141.42	42.75		
35033	Madison and Bristol	do	103.39	6	5,834.29		5,834.29	56.43		
35034	Fairmount and Oakes	Minneapolis and Pacific Rwy.	72.64	6	4,285.03		4,285.03	58.99		
35035	Doland and Groton	Chicago and Northwestern Rwy.	39.24	6	1,677.51		1,677.51	42.75		
35036	Salem and Mitchell	Chicago, St. Paul, Minneapolis and Omaha Rwy.	33.10	7	1,556.36		1,556.36	47.02		
35037	Rapid City and Whitewood	Fremont, Elkhorn and Missouri Valley R. R.	37.27	7	4,365.43		4,365.43	117.13		
35038	Watertown and Huron	Duluth, Watertown and Pacific Rwy.	70.57	6	3,016.86		3,016.86	42.75		
35039	Church's Ferry and St. John's	St. Paul, Minneapolis and Manitoba Rwy.	55.00	3	2,351.25		2,351.25	42.75		Pay based on a service of not less than six round trips per week.
35040	Carrington and Sykeston	Northern Pacific R. R	13.14	6						Pay not fixed.
			3,185.76		213,765.04		213,765.04			
	MONTANA.									
36001	Silver Bow and Garrison	Montana Union Rwy	44.90	7	3,724.00		3,724.00	82.94		
36002	Vacant									Covered by Route 36005.
36003	Stuart and Anaconda	Montana Union Rwy	8.53	7	364.65		364.65	42.75		
36004	Drummond and Rumsey	Northern Pacific R. R	31.92	7	1,222.11		1,222.11	46.17		Pay not fixed on 5.45 miles.
36005	Butte City and Great Falls	Montana Central Rwy	172.76	10	17,873.74		17,873.74	103.46		
36006	Vacant									Covered by Route 36005.
36007	Clough Junction (n. o.) and Basin	Northern Pacific R. R	12.97	6						Pay not fixed.
36008	Missoula and Victor	Missoula and Bitter Root Valley R. R.	51.00	6						Do.

D.—*Steam-boat service in operation on the 30th of June, 1889.*

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
	MAINE.			*Miles.*		
83	Rockland to Green's Landing	Boston and Bangor Steam-ship Co	$299.52	28	*6 †2	$1.92 per round trip.
84	Bar Harbor to Winter Harbor	Bar Harbor and Winter Harbor Steam-boat Co.	50.00	7	†6	June 1 to June 30, 1889.
87	Portland to Cousin's Island	Horace B. Townsend	200.00	9	6	For 9 months; from April 1 to December 31.
90	Middle Dam to Errol, N. H	Charles A. J. Farrar	437.50	15	6	For 5 months; from May 1 to September 30.
91	Andover to Upper Dam	do	50.00	24	6	For 4 months; from June 1 to September 30.
92	Bemis to Indian Rock	Fred. C. Barker	275.00	15	6	For 4½ months; from May 25 to September 30.
93	Rangeley to Indian Rock	Frank C. Hewey	200.00	8	6	For 4 months; from June 1 to September 30.
94	Greenville to Kineo	Lemuel Nichols	470.00	20	3 6	Six times a week from May 16 to November 15, and three times a week (***) from November 16 to May 15.
95	Chebeague Island to Portland	George F. West	600.00	15	6	
96	Bath to Booth Bay Wiscasset to Booth Bay	Eastern Steam-boat Co	1,000.00	15 15½	12 6 6	For 2½ months. For 5½ months. For 4 months.
97	Vinal Haven to Rockland	Moses Webster	1,064.00	15	12 6	For 4 months. For 8 months.
98	Portland to Eastport	Frank W. Aiken	950.00	180	1	
100	Eastport to Lubec	J. R. Pigg	980.00	8	12	
			6,576.02	369½		
	NEW HAMPSHIRE.					
1097	Lakeside to Camp Caribou, Me	Androscoggin Lakes Transportation Co	500.00	71½	6	For 5 months; from June 1 to October 31.
1098	Lakeside to Wentworth's Location	Charles A. J. Farrar	525.00	17	6	For 6 months; from May 1 to October 31.
1099	The Weirs to Wolfborough	Winnipisseogee Steam-boat Co	700.00	29	6	For 4½ months; from June 1 to October 20.
1100	Alton Bay to Centre Harbor	Boston and Maine Railroad Co	1,600.00	10		[illegible] from June 1 to October 30

D.—*Steam-boat service in operation on the 30th of June*, 1889—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
	VIRGINIA.			*Miles.*		
11093	Norfolk to Thompson's Wharf	Old Dominion Steam-ship Co	$800.00	70	3	
11094	Norfolk to Cape Charles	New York, Philadelphia and Norfolk R. R.	10,971.62	88	7	
11095	Newport News to Norfolk	J. B. Colegrove	2,200.00	14	14	
11096	Franklin City to Chincoteague Island	Old Dominion Steam-ship Co	750.00	7	6	
11097	Norfolk, Va., to Baltimore, Md	Baltimore Steam Packet Co	12,000.00	184	6	
11099	Norfolk to Richmond	Virginia Steam-boat Co	3,500.00	135½	3	
11100	Fredericksburgh, Va., to Baltimore, Md.	Henry Williams	5,800.00	289	2 3	On 82½ miles. On 206½ miles.
			36,021.62	737½		
	NORTH CAROLINA.					
13095	Edenton to Williamston	M. K. King, General Manager Norfolk Southern R. R.	3,000.00	51	6	
13096	Elizabeth City to Fairfield	Frank N. Hussey	3,500.00	109	2	
13097	Edenton to Franklin	J. H. Bogart, Superintendent Albemarle Steam Navigation Co.	3,600.00	97	3	
13098	Plymouth to Windsor	Charles T. Harden	1,673.00	28	6	
13099	Wilmington to Southport	Richard Dosher	1,050.00	28	6	
13100	Wilmington to Fayetteville	W. S. Cook	850.00	112	2	
			13,673.00	425		
	SOUTH CAROLINA.					
14095	Young's Island to Edisto Island	J. M. Humbert	1,200.00	12	6	
14096	Charleston to Wando	William E. Nelsen	100.00	15	6	
14098	Georgetown to Bucksville	J. B. Colegrove	1,300.00	49	3	
14099	Charleston to Moultrieville	William M. Bird, Secretary Mount Pleasant and Sullivan's Island Ferry Co.	1,175.00	7½	14	
14100	Charleston to Wideawake	F. Y. Legare	232.56	20	2	
			4,007.56	103½		
	GEORGIA.					
15098	Brunswick to Bunkley	Max Ullman, President Brunswick Island Steam-boat Co.	600.00	24	6	
15100	Brunswick to St. Simon's Mills	Urbanus Dart	1,200.00	12	12	
			1,800.00	36		

	FLORIDA.					
16088	Tampa to Ellenton	Plant Investment Co	4,000.00	45⅔	6	
16089	Palatka to Drayton Island	James B. Colegrove	3,600.00	39	3	For 6 months.
			58,500.00	366	3	Do.
16091	Tampa to Havana, Cuba	Henry B. Plant	1,382.85	66⅔	3	
16093	Punta Gorda to Myers	William H. Towles	4,250.00	91⅔	6	
16094	Melbourne to Jupiter	Indian River Steam-boat Co	3,700.00	44⅓	6	On 15 miles.
16095	Titusville to Melbourne	do	1,797.75	50	2	On 35 miles.
16096	Fernandina to Oakwell, Ga	John Richardson	2,500.00	33	6	
16098	Jacksonville to Orange Dale	J. B. Colegrove	8,131.16	138	3	
16099	Thurman to Apalachicola	Peter Burke				
			86,951.76	874⅔		
	ALABAMA.					
17096	Rome to Gadsden	John J. Seay	2,750.00	155	2	
17097	Mobile to Selma	John Quill	3,600.00	308	2	
17098	Mobile to Demopolis	Edward L. Merkel and Peter Burke	1,900.00	254	1	
17099	Mobile to Point Clear	William J. Heerin	1,487.50	24⅓	7	For 6 months.
					3	Do.
			9,737.50	741⅓		
	MISSISSIPPI.					
18097	English Lookout, La., to Gainesville, Miss.	J. R. Pigg	1,490.00	25⅓	6	
18098	Vicksburg to Faisonia	Sunflower River Packet Co	1,600.00	197	1	
18099	Vicksburg to Greenwood	E. C. Carroll	2,400.00	265⅓	1	
			5,490.00	488		
	KENTUCKY.					
20095	Paducah, Ky., to Florence, Ala	Evansville, Paducah, and Tennessee River Packet Co	3,000.00	300	2	
20098	Louisville, Ky., to Evansville, Ind	Louisville and Evansville Mail Co	13,500.00	210⅓	6	
20099	Evansville, Ind., to Paducah, Ky	G. J. Grammar	10,000.00	145⅓	6	
			26,500.00	655⅔		
	MICHIGAN.					
24094	Cheboygan to Detour	Wm. R. Owen	910.00	40	3	April 1 to November 30 each year, at $8.75 per round trip.
24095	Harbor Springs to St. James	Chas. W. Caskey	1,664.00	51	3	April 1 to November 30 each year, at $16 per round trip.
24096	Ludington, Mich., to Milwaukee, Wis	Flint and Pere Marquette Railroad Co	2,250.82	96	6	During season of navigation, at $15.74 per round trip.
24097	Charlevoix to East Jordan	M. J. Stockman and John Mason	312.00	17	6	May 15 to November 15 each year, at $2 per round trip.
24099	Mackinaw City to Mackinac	J. B. Colegrove	2,065.00	13	7	
			7,201.82	217		

D.—*Steam-boat service in operation on the 30th of June, 1889*—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
	MISSOURI.			*Miles.*		
28099	Cairo, Ill., to Elmot, Ark	Theodore C. Zeigler	$7,000.00	173	3	
	ARKANSAS.					
29091	Memphis to Osceola	W. P. Hall	750.00	102	2	
29093	Memphis to Friar's Point	James Lee, jr	7,500.00	128	3	
29096	Arkansas City to Vicksburg	E. L. Merkel	15,000.00	204½	3	
29097	Memphis to Arkansas City	John D. Adams	14,000.00	252½	2	
29099	Memphis to Gold Dust	James Lee, sr	8,000.00	115	3	
			45,250.00	802		
	LOUISIANA.					
30089	Bohemia (n. o.) to Port Eads	New Orleans and Gulf Railroad Co	5,642.58	64	6	On 26 miles.
				64	3	On 38 miles.
				12	1	Side supply.
30092	Natchez to Vicksburg	Joseph N. Carpenter	8,900.00	112½	3	
30093	Natchez to Bayou Sara	Louis A. Jung	8,973.00	102½	3	
30094	Baton Rouge to Bayou Sara	Planters and Merchants' Packet Co	4,500.00	41	6	
30095	Jonesville to Tooley's	H. D. Vaughan	3,950.00	59	3	
30096	Lake Charles to Cameron	A. H. Waitt	2,925.00	55	3	
30097	New Orleans to Fort Vincent	M. B. Muncy	3,592.00	93½	2	
30098	New Orleans to Grand Isle	John F. Kranz	800.00	89	1	For 8 months.
					2	For 4 months.
			39,282.58	629		
	TEXAS.					
31100	Houston to Bay View	Leon F. Allien	576.33	39	3	
	WASHINGTON.					
42078	Portland, Oregon, to Vancouver	Oregon Railway and Navigation Co	500.00	18	6	
42079	Portland, Oregon, to Cascades	do	2,000.00	62½	3	
42080	Seattle to Seattle	Rufus M. Creswell	1,136.42	30½	3	
42081	Seattle to Blakely	James Nugent	500.00	8	6	
42082	Port Gamble to Seabeck	H. N. Warren	545.48	18	3	
42084	Oysterville to Willapa	do	3,994.00	39	3	
	Montesano to Laidlaw	George W. Emerson	3,058.52	19	6	

	NEVADA.									
45001	Virginia City and Reno	Virginia and Truckee R. R	58.08	7	4,856.28		4,856.28	91.49		
45002	Palisade and Eureka	Eureka and Palisade R. R	90.88	3	5,283.75		5,283.75	58.14		Pay is based on a service of not less than six round trips per week.
45003	Battle Mountain and Austin	Nevada Central Rwy	93.15	3	3,982.16		3,982.16	42.75		Do.
45004	Mound House, Nev., and Keeler, Cal.	Carson and Colorado R. R	293.00	5.07	17,035.02		17,035.02	58.14		Do.
45005	Reno, Nev., and Liegan Station (n. o.), Cal.	Nevada and California R. R	70.30	6	4,387.41		4,387.41	62.41		
45006	Belleville Junction (n. o.) and Candelaria.	Carson and Colorado R. R	7.80	7	453.49		453.49	58.14		
			608.21		35,998.11		35,998.11			
	CALIFORNIA.									
46001	San Francisco, Cal., and Ogden, Utah	Central Pacific R. R	45.40 788.77	9.76	326,652.63	42,843.50	369,496.13	391.59	75.00 50.00	
46002	San Francisco and Soledad	Southern Pacific R. R	110.48 32.50	12	15,285.75		15,285.75	112.00 89.60		From San José to Carnadero Station (n. o.), 32.50 miles, land grant.
46003	Roseville, Cal., and Ashland, Oregon	Central Pacific R. R	323.30	11.18	50,308.71	1,168.50	51,477.21	155.61	25.00	R. P. O. only on 46.74 miles.
46004	Petaluma and Lakeville	San Francisco and North Pacific R. R.	7.53	6	321.90		321.90	42.75		
46005	Sacramento and Placerville	Sacramento and Placerville R. R.	60.75	8.81	4,623.07		4,623.07	76.10		
46006	Suisun City and Napa Junction	California Pacific R. R	13.08	13	592.78		592.78	45.32		
46007	Woodland and Grafton	....do	9.92	7	424.08		424.08	42.75		
46008	Vallejo Junction (n. o.) and Calistoga	....do	43.88	13	3,076.42		3,076.42	70.11		
46009	Marysville and Oroville	Northern California R. R	27.50	7	1,316.70		1,316.70	47.88		
46010	Lathrop and Goshen	Central Pacific R. R	146.39	13	25,032.69	3,659.75	28,692.44	171.00	25.00	
46011	San Francisco and Ukiah	San Francisco and North Pacific R. R.	113.45	13	9,951.04		9,951.04	117.14		Pay not fixed on 28.50 miles.
46012	Stockton and Milton	Stockton and Copperopolis R. R.	80.09	9	1,775.31		1,775.31	59.00		
46013	San Pedro and Los Angeles Station (n. o.).	Southern Pacific R. R	25.21	7	1,077.72		1,077.72	42.75		
46014	Goshen, Cal., and Yuma, Ariz	....do	491.76	7.27	60,879.88	6,069.50	66,949.38	123.80	25.00	R. P. O. only between Goshen and Los Angeles, 242.78 miles. Land grant.
46015	Elmira and Rumsey	Vaca Valley and Clear Lake R. R.	51.50	6.9	2,333.98		2,333.98	45.32		
46016	San Francisco and Cazadero	North Pacific Coast R. R	87.00	9.3	4,984.23		4,984.23	57.29		
46017	Los Angeles Station (n. o.) and Santa Ana.	Central Pacific R. R. Company (lessee Los Angeles and San Diego R. R.).	34.35	6	2,320.34		2,320.34	67.55		
46018	Visalia and Goshen	Visalia R. R	7.66	19	392.95		392.95	51.30		
46019	Colfax and Nevada City	Nevada County Narrow Gauge R. R.	22.77	14	1,557.46		1,557.46	68.40		

E.—*Increase and decrease in star, steam-boat, and*

States and Territories.	STAR.						STEAM-BOAT.	
	Length of routes.		Annual rate of expenditure.		Travel per annum.		Length of routes.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
	Miles.	*Miles.*	*Dollars.*	*Dollars.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*
Maine	19.61		1,055 35		20,066.44			15.00
New Hampshire	33.00		1,276.61		20,540.00			
Vermont		7.88	258.19		5,950.88			
Massachusetts	.75		1,017.98		6,409.00			
Rhode Island	1.75		204.38		2,356.64			
Connecticut	20.95		1,179.92		23,889.84			
New York	42.01		4,929.37		78,681.20			
New Jersey	6.25		1,075.34		12,792.00			
Pennsylvania	103.45		6,284.78		102,773.84			
Delaware	4.62		21.14		1,868.88			
Maryland	81.00		3,909.40		71,766.00		132.25	
Virginia	399.83		10,966.55		221,450.88			
West Virginia	245.44		3,093.75		65,479.89			
North Carolina	449.82		11,611.57		651,618.74			
South Carolina	214.24		2,725.24		211,741.40		4.00	
Georgia	397.89		3,630.84		304,420.57		24.00	
Florida	180.80		1,446.80		175,856.00		6.88	
Alabama		4.34		7,506.02	319,418.52			6.25
Mississippi	282.83		5,435.38		423,664.44		12.00	
Tennessee	86.58			2,928.89	389,008.15			
Kentucky	247.83			959.61	288,433.31			18.25
Ohio	18.90		3,396.80		64,944.88			127.75
Indiana	98.34		4,191.27		90,650.24			
Illinois	6.75		2,576.05		59,228.00			
Michigan		47.88	5,704.96		78,109.72		14.00	
Wisconsin	155.05		6,496.14		118,755.52			85.00
Minnesota	288.49		5,675.20		86,088.64			
Iowa	2.62		1,125.54		35,657.44			
Missouri	100.83		6,129.79		131,649.20			
Arkansas	307.40		5,292.70		96,756.40		102.00	
Louisiana	321.31		5,446.09		113,452.72			455.25
Texas	856.88		20,549.29		365,313.20			
Indian Territory	97.94		3,592.93		33,320.56			
Kansas		515.00		5,931.11		167,195.00		
Nebraska		161.00	3,537.61		95,089.52			
Dakota	3.38		1,506.89		38,303.04			
Montana	432.50		12,896.62		120,642.00			
Wyoming	740.25		19,379.39		182,064.00			
Colorado	377.25		15,492.04		153,241.33			
New Mexico	216.25		9,646.17		110,508.00			
Arizona		9.25	7,624.51		49,238.00			
Utah	5.50		2,716.22		73,528.00			
Idaho	302.25		10,872.85		50,439.00			
Washington	155.20		7,943.85		65,925.60			48.25
Oregon	548.75		29,001.43		335,415.00			
Nevada	497.50		20,208.30		191,136.00			
California	123.64		14,489.41		117,064.08			
Alaska								
Total	8,469.63	745.35	286,520.70	17,325.63	6,260,796.71	167,195.00	296.13	755.75
Increase	7,724.28		269,195.07		6,093,601.71			460.62
Decrease								

46047	Vacant.									
46048	Colusa and Sites	Colusa and Lake R. R.	21.92	7	937.08		937.08	42.75		
46049	Campbell and New Almaden	South Pacific Coast Rwy	12.86	13	549.76		549.76	42.75		
46050	Soledad and Santa Margarita	Southern Pacific R. R.	92.78	7	6,008.08		6,008.08	76.10		Pay not fixed on 13.83 miles.
46051	Saugus Station (n. o.) and Santa Barbara.	do	80.90	14	7,608.64		7,608.64	94.05		
46052	Arcata Wharf (n. o.) and Blue Lake.	Arcata and Mad River R. R.	10.60	6	453.15		453.15	42.75		
46053	San Bernardino and Los Angeles Station (n. o.).	California Central Rwy	61.37	22.10	11,071.14		11,071.14	180.40		
46054	Bereudo and Raymond	Southern Pacific R. R.	21.30	7	910.57		910.57	42.75		
46055	Riverside and Los Angeles Junction (n. o.).	California Central Rwy	86.09	11.91	9,117.72		9,117.72	106.02		
46056	San Bernardino and Redlands	do	9.25	22	419.21		419.21	45.32		
46057	Oceanside and Escondido	do	22.77	7	992.99		992.99	43.61		
46058	Los Angeles Station (n. o.) and Port Ballona.	do	18.07	6	772.49		772.49	42.75		
46059	Perris and San Jacinto	do	20.16	6	861.84		861.84	42.75		
46060	Napa Junction and Santa Rosa	Southern Pacific R. R.	37.59	6	1,735.53		1,735.53	46.17		
46061	National City and Tia Juana	National City and Otay Rwy.	13.78	6	589.09		589.09	42.75		
46062	Tia Juana Junction (n. o.) and Oneonta.	do	1.99	6	85.07		85.07	42.75		
46063	Los Angeles Station (n. o.) and Orange.	California Central Rwy.	31.82	14	4,461.80		4,461.80	140.22		
46064	Hilladale and New Almaden	Southern Pacific R. R.	10.20	6.50	436.05		436.05	42.75		
46065	Tracy and Newman	do	37.18	7	1,589.44		1,589.44	42.75		
46066	Fresno and Portersville	do	70.05	6	2,994.63		2,994.63	42.75		
46067	Conrad Station (n. o.) and Tustin City.	do	11.05	6	472.38		472.38	42.75		
46068	Studebaker Station (n. o.) and Whittier.	do	6.69	6						Pay not fixed.
46069	Willow and Fruto	do	17.18	6						Do.
			4,434.63		674,519.28	58,088.00	732,607.28			

D.—*Steam-boat service in operation on the 30th of June, 1889.*

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
	MAINE.			*Miles.*		
83	Rockland to Green's Landing	Boston and Bangor Steam-ship Co.	$299.52	28	*6 †2	$1.92 per round trip.
84	Bar Harbor to Winter Harbor	Bar Harbor and Winter Harbor Steam-boat Co.	50.00	7	‡6	June 1 to June 30, 1889.
87	Portland to Cousin's Island	Horace B. Townsend	200.00	9	6	For 9 months; from April 1 to December 31.
90	Middle Dam to Errol, N. H.	Charles A. J. Farrar	437.50	15	6	For 5 months; from May 1 to September 30.
91	Andover to Upper Dam	do	50.00	24	6	For 4 months; from June 1 to September 30.
92	Bemis to Indian Rock	Fred. C. Barker	275.00	15	6	For 4½ months; from May 25 to September 30.
93	Rangeley to Indian Rock	Frank C. Hewey	200.00	8	6	For 4 months; from June 1 to September 30.
94	Greenville to Kineo	Lemuel Nichols	470.00	20	3 6	Six times a week from May 16 to November 15, and three times a week (***) from November 16 to May 15.
95	Chebeague Island to Portland	George F. West	600.00	15	6	
96	Bath to Booth Bay Wiscasset to Booth Bay	Eastern Steam-boat Co	1,000.00	15 15½	12 6 6	For 2½ months. For 5½ months. For 4 months.
97	Vinal Haven to Rockland	Moses Webster	1,064.00	15	12 6	For 4 months. For 8 months.
98	Portland to Eastport	Frank W. Aiken	950.00	180	1	
100	Eastport to Lubec	J. R. Pigg	980.00	8	12	
			6,576.02	369½		
	NEW HAMPSHIRE.					
1097	Lakeside to Camp Caribou, Me.	Androscoggin Lakes Transportation Co.	500.00	71½	6	For 5 months; from June 1 to October 31.
1098	Lakeside to Wentworth's Location	Charles A. J. Farrar	525.00	17	6	For 6 months; from May 1 to October 31.
1099	The Weirs to Wolfborough	Winnipisseogee Steam-boat Co.	700.00	29	6	For 4½ months; from June 1 to October 20.
1100	Alton Bay to Centre Harbor	Boston and Maine Railroad Co.	1,600.00	10 20	6 3	From June 21 to October 31.
			3,325.00	147½		
	MASSACHUSETTS.					
2094	Wood's Holl to Nantucket	Nantucket and Cape Cod Steam-boat Co.	7,875.00	37	12 6	For 6 months; from May 1 to October 31. For 6 months; from November 1 to April 30.
2095	New Bedford to Nonquit	George A. Bourne	350.00	6	12	For 3 months; from June 21 to September 20.
2099	New Bedford to Cuttyhunk	Samuel C. Hart	1,868.50	15	6 1	For 3 months; from June 16 to September 14. For 9 months; from September 15 to June 14.

Alabama	$1,949.23	$260.28	$420.40	$5.00	$2,200.10	$1,828.94	.....	$58.74	$94.34	$25.95	$285.00	$275.00	$4,933.76	$2,115.17	$705.40	$338.74	
Alaska	.....	.....	.....	.....	.....	.....	.....	.....	187.50	937.50	20.00	.....	187.50	937.50	20.00	.....	
Arkansas	1,198.80	217.68	199.34	21.00	505.70	433.40	.....	.....	134.60	183.84	.....	.....	1,839.10	834.92	199.34	21.00	
Arizona	18.57	9.06	25.50	.....	949.60	1,490.99	$30.00	.....	.....	.....	.....	.....	968.17	1,500.05	55.50	.....	
California	666.17	347.03	156.00	100.00	944.83	1,196.57	2,166.00	486.00	.....	.....	.....	.....	1,611.00	1,543.60	2,322.00	586.00	
Colorado	469.40	32.42	62.50	20.00	1,172.78	49.51	25.00	.....	.....	.....	.....	.....	1,642.13	81.93	87.50	20.00	
Connecticut	36.18	23.93	13.50	6.00	74.29	2,268.28	23.00	1.00	.....	.....	.....	.....	110.47	2,292.21	36.50	7.00	
Dakota	620.94	285.23	32.00	1.00	3,757.70	8,529.14	2.00	.....	.....	.....	.....	.....	4,378.64	8,814.37	34.00	1.00	
Delaware	7.78	.....	.80	.....	.....	.....	.....	.....	.....	.....	.....	.....	7.78	.....	.80	.....	
District of Columbia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Florida	490.66	47.61	67.50	20.00	417.33	6.34	1.00	.....	9,749.39	131.89	108.00	28.00	10,657.38	185.84	176.50	48.00	
Georgia	1,438.59	124.69	666.41	3.89	3,338.57	2,523.58	.....	.....	127.95	11.40	5.00	.....	4,900.11	2,659.67	671.41	3.89	
Idaho	660.70	129.57	24.50	.....	50.98	155.61	.....	.....	.....	.....	.....	.....	711.68	285.18	24.50	.....	
Illinois	163.53	54.02	90.00	.....	11,989.25	12,293.91	2.00	503.44	.....	.....	.....	.....	12,152.78	12,347.93	92.00	503.44	
Indiana	205.65	2.70	79.41	.....	10,518.82	4,135.05	44.00	229.44	.....	.....	.....	.....	10,724.47	4,137.75	123.41	229.44	
Indian	646.66	47.80	7.00	.....	41.01	.....	.....	.....	.....	.....	.....	.....	687.67	47.80	7.00	.....	
Iowa	366.90	55.97	89.00	3.00	1,951.40	1,662.41	117.80	.....	.....	.....	.....	.....	2,318.30	1,718.38	206.80	3.00	
Kansas	491.65	76.22	26.50	.....	5,353.93	1,910.66	4.00	15.91	.....	.....	.....	.....	5,845.58	1,986.88	30.50	15.91	
Kentucky	715.25	13.82	226.59	.50	4,100.39	3,022.18	38.71	271.64	511.82	79.81	51.25	.....	5,327.46	3,115.81	316.55	272.14	
Louisiana	852.28	309.89	163.50	42.00	784.72	113.70	.....	.....	624.31	581.99	11.00	1.00	2,261.31	1,005.58	174.50	43.00	
Maine	165.57	63.71	128.50	.....	9.35	34.44	21.00	.....	111.26	.....	.....	.....	286.18	98.15	149.50	.....	
Maryland	183.51	97.89	163.33	4.00	3,418.08	1,575.29	106.00	34.52	764.16	349.75	12.00	.....	4,365.75	2,022.93	281.33	38.52	
Massachusetts	26.54	12.19	19.00	1.00	62.87	754.64	1,032.00	35.00	2,074.53	36.26	.....	.....	2,163.94	803.09	1,051.00	36.00	
Michigan	283.51	24.79	182.23	.....	3,196.81	1,516.33	5.00	.....	69.57	14.10	.....	.....	3,543.89	1,555.22	187.23	.....	
Minnesota	930.88	352.06	53.00	16.00	3,525.51	12,780.81	2.00	401.31	.....	.....	.....	.....	4,456.39	13,132.87	55.00	417.31	
Mississippi	1,239.81	323.73	196.50	10.00	3,761.90	1,129.76	3.00	.....	153.98	.....	.....	.....	5,155.69	1,453.49	199.50	10.00	
Missouri	1,276.52	124.82	210.84	5.00	11,017.03	3,258.52	170.00	922.20	1,042.99	.....	3.00	.....	13,336.54	3,383.34	383.84	927.20	
Montana	1,431.57	827.96	50.50	10.00	.....	.....	.....	.....	.....	.....	.....	.....	1,431.57	827.96	50.50	10.00	
Nebraska	500.86	24.32	42.00	.....	4,323.39	1,135.40	4.00	.....	.....	.....	.....	.....	4,824.25	1,159.80	46.00	.....	
Nevada	334.64	232.62	.....	.....	8,745.44	.....	5.00	5.00	.....	.....	.....	.....	9,080.08	232.62	5.00	5.00	
New Hampshire	20.81	39.77	41.00	.....	185.42	166.35	.....	.....	225.11	.....	.....	.....	431.34	206.12	41.00	.....	
New Jersey	51.25	.56	3.50	.....	457.94	367.79	40.00	.....	.....	.....	.....	.....	509.19	368.35	43.50	.....	
New Mexico	319.96	.27	22.00	.....	354.11	990.17	153.00	.....	.....	.....	.....	.....	674.07	990.44	175.00	.....	
New York	575.84	.98	635.34	3.50	11,057.29	3,524.49	3,185.00	7,127.09	252.62	.....	.....	.....	11,885.75	3,525.47	3,820.34	7,130.59	
North Carolina	1,132.89	393.53	57.00	13.00	169.56	149.11	50.00	.....	5.85	.....	.....	.....	1,308.30	542.64	107.00	13.00	
Ohio	327.01	20.90	2,019.65	1,860.10	40,107.79	21,323.17	2,023.00	22,027.88	14.67	.....	.....	.....	40,449.47	21,344.07	4,042.65	23,887.98	
Oregon	176.19	40.32	135.00	50.00	4,791.39	4,794.95	117.00	25.00	53.62	8,736.56	20.00	.....	5,021.20	13,571.83	272.00	75.00	
Pennsylvania	444.91	55.95	1,586.43	3.50	7,932.30	13,226.87	4.00	13,112.57	.....	.....	.....	.....	8,377.21	13,282.82	1,590.43	13,116.07	
Rhode Island	5.83	.....	7.50	.....	.....	8.04	2.00	.....	27.40	.....	.....	.....	33.23	8.04	9.50	.....	
South Carolina	689.36	159.40	43.00	1.00	674.73	551.95	.....	.....	1.80	69.28	3.00	.....	1,365.89	780.63	46.00	1.00	
Tennessee	578.07	231.10	117.00	35.00	538.11	800.25	3.00	.....	.....	299.69	.....	.....	1,116.18	1,231.04	120.00	35.00	

F.—*Division of Inspection, Contract Bureau.—Deductions, fines, and remissions, year ending June* 30, 1889—Continued.

States and Territories.	STAR ROUTES.				RAILROAD ROUTES.				STEAM-BOAT ROUTES.				TOTALS FOR THE YEAR.			
	Deductions.	Remissions.	Fines.	Remissions.	Deductions.	Remissions.	Fines.	Remissions.	Deductions.	Remissions.	Fines.	Remissions.	Deductions.	Remissions.	Fines.	Remissions.
Texas	$2,932.57	$791.02	$197.70	$25.00	$8,422.55	$5,536.52	$3.50	.....	.....	.....	.....	.....	$11,355.12	$6,327.54	$201.20	$25.00
Utah	74.10	4.72	17.50	.....	101.70	101.70	.....	.....	.....	.....	.....	.....	175.80	106.42	17.50	.....
Vermont	109.77	79.17	26.00	.....	96.37	538.01	7.00	.....	.....	.....	.....	.....	206.14	617.18	33.00	.....
Virginia	917.13	63.72	176.75	18.00	294.90	33.35	1,543.00	$5.00	$983.50	$72.53	.....	.....	2,195.53	169.60	1,719.75	23.00
Washington	235.41	10.63	57.00	.....	1,880.79	198.62	4,137.67	.....	1,120.11	137.36	$280.00	.....	3,236.31	346.61	4,474.67	.....
West Virginia	758.06	25.13	63.50	5.00	177.66	22.24	32.00	26.00	.....	.....	.....	.....	935.72	47.37	95.50	31.00
Wisconsin	871.83	33.28	89.50	5.00	2,090.05	1,697.61	28.00	.....	.....	.....	.....	.....	2,461.88	1,730.89	112.50	5.00
Wyoming	143.99	28.06	7.50	.....	3,726.74	442.60	.....	.....	.....	.....	.....	.....	3,870.73	470.66	7.50	.....
Totals	27,232.33	6,100.52	8,699.32	2,287.49	169,955.22	118,279.33	15,124.68	45,287.74	18,331.08	11,667.91	798.25	304.00	215,518.63	136,047.77	24,622.15	47,879.23

RECAPITULATION.

Service.	Deductions.	Remissions on deductions.	Fines.	Remissions on fines.
Railroad	$169,955.22	$118,279.33	$15,124.68	$45,287.74
Steam-boat	18,331.08	11,667.91	798.25	304.00
Star	27,232.33	6,100.52	8,699.32	2,287.49
Mail messenger	1,898.69	86.43	734.25	23.48
Postal clerks	4,814.49	139.21	.....	.....
Total	222,231.81	136,273.40	25,356.50	47,902.71
Net deductions and fines	63,412.20	.....	.....	.....

	FLORIDA.					
16088	Tampa to Ellenton	Plant Investment Co	4,000.00	45⅝	6	
16089	Palatka to Drayton Island	James B. Colegrove	3,690.00	28	6	
16091	Tampa to Havana, Cuba	Henry B. Plant	58,500.00	366	3	For 6 months.
					2	Do.
16093	Punta Gorda to Myers	William H. Towles	1,382.85	66⅔	3	
16094	Melbourne to Jupiter	Indian River Steam-boat Co	4,250.00	91⅔	3	
16095	Titusville to Melbourne	do	3,700.00	44⅓	6	
16096	Fernandina to Oakwell, Ga	John Richardson	1,797.75	50	6	On 15 miles.
					2	On 35 miles.
16098	Jacksonville to Orange Dale	J. B. Colegrove	2,500.00	83	6	
16099	Thurman to Apalachicola	Peter Burke	8,131.16	138	3	
			86,951.76	874⅔		
	ALABAMA.					
17096	Rome to Gadsden	John J. Seay	2,750.00	155	2	
17097	Mobile to Selma	John Quill	3,600.00	308	2	
17098	Mobile to Demopolis	Edward L. Merkel and Peter Burke	1,900.00	254	1	
17099	Mobile to Point Clear	William J. Hearin	1,487.50	24⅓	7	For 6 months.
					3	Do.
			9,737.50	741⅓		
	MISSISSIPPI.					
18097	English Lookout, La., to Gainesville, Miss.	J. R. Pigg	1,490.00	25⅓	6	
18098	Vicksburg to Faisonia	Sunflower River Packet Co	1,600.00	197	1	
18099	Vicksburg to Greenwood	E. C. Carroll	2,400.00	265⅓	1	
			5,490.00	488		
	KENTUCKY.					
20095	Paducah, Ky., to Florence, Ala	Evansville, Paducah, and Tennessee River Packet Co	3,000.00	300	2	
20098	Louisville, Ky., to Evansville, Ind	Louisville and Evansville Mail Co	13,500.00	210⅓	6	
20099	Evansville, Ind., to Paducah, Ky	G. J. Grammar	10,000.00	145⅓	6	
			26,500.00	655⅔		
	MICHIGAN.					
24094	Cheboygan to Detour	Wm. R. Owen	910.00	40	3	April 1 to November 30 each year, at $8.75 per round trip.
24095	Harbor Springs to St. James	Chas. W. Caskey	1,664.00	51	3	April 1 to November 30 each year, at $16 per round trip.
24096	Ludington, Mich., to Milwaukee, Wis	Flint and Pere Marquette Railroad Co	2,250.82	96	6	During season of navigation, at $15.74 per round trip.
24097	Charlevoix to East Jordan	M. J. Stockman and John Mason	312.00	17	6	May 15 to November 15 each year, at $2 per round trip.
24099	Mackinaw City to Mackinac	J. B. Colegrove	2,065.00	13	7	
			7,201.82	217		

E.—*Increase and decrease in star, steam-boat, and*

States and Territories.	STAR.						STEAM-BOAT.	
	Length of routes.		Annual rate of expenditure.		Travel per annum.		Length of routes.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
	Miles.	*Miles.*	*Dollars.*	*Dollars.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*
Maine	19.61		1,055.35		20,066.44			15.00
New Hampshire	32.00		1,276.61		20,540.00			
Vermont		7.88	258.19		5,950.88			
Massachusetts	.75		1,017.98		6,409.00			
Rhode Island	1.75		204.38		2,356.64			
Connecticut	20.95		1,179.92		23,889.84			
New York	42.01		4,929.37		78,681.20			
New Jersey	6.25		1,075.34		12,792.00			
Pennsylvania	103.45		6,284.78		102,773.84			
Delaware	4.62		21.14		1,868.88			
Maryland	81.00		3,909.40		71,766.00		132.25	
Virginia	399.83		10,966.55		221,450.88			
West Virginia	245.44		3,093.75		65,479.89			
North Carolina	449.82		11,611.57		651,618.74			
South Carolina	214.24		2,725.24		211,741.40		4.00	
Georgia	397.89		3,630.84		304,430.57		24.00	
Florida	180.80		1,446.80		175,850.00		6.88	
Alabama		4.34		7,506.02	319,418.52			6.25
Mississippi	282.83		5,435.38		423,664.44		12.00	
Tennessee	86.58			2,928.89	389,008.15			
Kentucky	247.83			959.61	288,433.31			18.25
Ohio	18.90		3,396.80		64,944.88			127.75
Indiana	98.34		4,101.27		90,650.24			
Illinois	6.75		2,576.05		59,228.00			
Michigan		47.88	5,704.96		78,109.72		14.00	
Wisconsin	155.05		6,496.14		118,755.52			85.00
Minnesota	288.49		5,675.20		85,088.64			
Iowa	2.62		1,125.54		35,657.44			
Missouri	100.83		6,129.79		131,649.20			
Arkansas	307.40		5,292.70		96,756.40		102.00	
Louisiana	321.31		5,446.09		113,452.72			456.25
Texas	856.88		20,549.29		365,313.20			
Indian Territory	97.94		3,592.93		33,320.56			
Kansas		515.00		5,931.11		167,195.00		
Nebraska		161.00	3,537.61		95,089.52			
Dakota	3.38		1,506.89		38,303.04			
Montana	432.50		12,896.62		120,642.00			
Wyoming	740.25		19,379.39		182,064.00			
Colorado	377.25		15,492.04		153,241.33			
New Mexico	216.25		9,646.17		110,508.00			
Arizona		9.25	7,624.51		49,238.00			
Utah	5.50		2,710.22		73,528.00			
Idaho	302.25		10,872.85		50,430.00			
Washington	155.20		7,943.85		65,925.60			48.25
Oregon	548.75		29,001.43		335,415.00			
Nevada	497.50		20,208.36		191,136.00			
California	123.64		14,489.41		117,964.08			
Alaska								
Total	8,469.63	745.35	286,520.70	17,325.63	6,260,796.71	167,195.00	295.13	755.75
Increase	7,724.28		269,195.07		6,093,601.71			
Decrease								460.62

railroad service during the year ended June 30, 1889.

STEAM-BOAT.				RAILROAD.					
Annual rate of expenditure.		Travel per annum.		Length of routes.		Annual rate of expenditure.		Travel per annum.	
Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
Dollars.	*Dollars.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Dollars.*	*Dollars.*	*Miles.*	*Miles.*
681.52		3,172.00		5.93		1,273.02		19,512.48	
						925.62			.01
				7.45				13,619.16	
		.01		112.22		67,306.36		711,878.62	
		.01							
					0.27	6,788.00			
				78.72		28,447.39		80,012.40	
				18.50			939.04	2,487.30	
				43.48		2,400.45		20,936.05	
2,064.00		87,126.01		4.93		107,221.80		4,269.18	
				161.34		9,411.04		111,076.16	
				42.56		6,676.64		32,557.20	
990.00				87.11		25,840.81		190,570.50	
1,793.56		12,064.00		179.12		29,309.94		496,614.24	
1,200.00		14,976.00		360.09		129,958.78		1,547,523.06	
7,315.73		23,478.00		100.42		34,750.59		729,133.70	
387.50			1,847.75	460.48		72,095.07		1,029,179.41	
	410.00	1,768.00		68.97		45,327.87		1,009,703.10	
				209.63		22,697.10		201,886.54	
1,620.43			11,388.00	391.01		68,560.27		976,463.00	
	9,000.00		100,152.00	205.51		451,981.31		4,537,388.08	
				94.47		146,547.14		1,741,574.30	
				349.14		133,529.04		1,129,993.36	
2,025.82		2,262.00		398.11		115,554.66			216,410.78
	410.00		6,630.00	120.57		66,243.39		230,920.39	
				356.75			43,833.25	459,584.03	
				214.26		41,714.10		763,484.80	
				286.02		41,909.68		268,032.06	
750.00		21,216.00		141.63		7,640.68		113,550.66	
	2,967.42		77,610.00	85.65		26,045.15		150,604.79	
				101.72		36,624.79		81,180.63	
				83.86		8,046.83		61,217.80	
				415.99		117,070.29		387,775.09	
				592.87		103,690.89		753,032.19	
				138.71		47,967.27		69,395.04	
				65.56		10,607.24		100,953.25	
				44.11		10,672.32		27,524.64	
				73.43		27,158.28		65,940.17	
						3,721.38			
				37.34		1,709.06		23,402.98	
					7.88		838.04		5,826.78
						1,798.76			
1,039.07			14,196.00	157.00		17,395.76		125,529.01	
					4.50	21,045.20		153,966.80	
				13.15		1,561.49		8,205.60	
				372.99		65,539.46		490,234.89	
19,867.63	12,777.42	166,062.03	211,823.75	6,680.86	13.65	2,159,764.51	45,110.33	18,928,943.32	222,237.57
7,090.21				6,668.21		2,114,654.18		18,706,705.75	
			45,761.72						

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in State routes in other States and Territories; the re-adjustment of the rates based upon returns mails and railway post-office clerks, and the number of trips per week, in accordance with*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	MAINE.		*Miles.*	*Pounds.*		*Feet and inches.*	
1	Boundary Line (n. o.), Presque Isle.	New Brunswick Rwy.	29.53	290	23	apt. 22 by 10, 1 l.....	12
2	Newport, Dexter.....	Maine Central R. R...	14.94	399	17	no apt.....	15
3	Farmington, Brunswick.	.....do	67.83	1,078	22	apt. 15 by 7 (av.), 1 l. to Leeds Junction, 36.53 m.; 2 l. residue.	14.9
4	Belfast, Burnham Village.	.....do	33.44	980	18	apt. 14.8 by 7.3 (av.), 2 l.	12
5	Portland, Skowhegan.	.....do	102.02	2,250	23	r. p. o. 43.8 by 8.9, 1 l. (not authorized); apt. 14.6 by 6.6, 1 l. between Lewiston and Leeds Junction, 10.7 m.	10.5
6	Portland, Bangor.....	.....do	137.15	19,168	29	r. p. o. 60 by 9.1, 2 l.; apt. 16 by 6.8, 1 l. to Brunswick, 28.98 m., and 1 l. to Augusta, 62.38 m.	23.25
7	Portland, Me., Norton Mills, Vt.	Atlantic and St. Lawrence R. R.	166.04	2,463	24	apt. 20.9 by 7.5., 1 l. to Gorham, 92.15 m.; 1 l. to Island Pond, 150.17 m.	24.5
8	Portland, Me., Rochester, N. H.	Portland and Rochester R. R.	55.07	2,319	24	apt. 15.2 by 8.7 (av.), 1½ l.	18.9
9	Milo Junction (n. o.), Katahdin Iron Works.	Bangor and Piscataquis R. R.	18.98	72	13	no apt.....	12
10	Portland, Me., Fabyan House, N. H.	Maine Central R. R ...	92.07	1,825	24	apt. 12 by 6.4 (av.), 2 l. to Bartlett, 72.98 m.; 1 l. residue, 19.09 m.	13.14
11	Brunswick, Bath.....	.....do	9.21	8,905	24	apt. 15.10 by 6.11 (av.), 4 l.	28
12	Bangor, Vanceborough	.....do	114.83	6,961	24	r. p. o. 40 by 9, 1 l.; apt. 24 by 8.9, 1 l., and 18 by 7, 1 l. to Oldtown.	15.68
13	Bangor, Bucksport....	.....do	20.53	850	16	apt. 16.2 by 6.10, 2 l....	12
14	Oldtown, Greenville...	Bangor and Piscataquis R. R.	78.16	921	21	apt. 18 by 7, 1 l.....	6
15	Woolwich, Rockland..	Knox and Lincoln R. R.	49.33	2,371	25	apt. 15 by 6.7, 2 l.....	12
16	Houlton, New Brunswick Line (n. o.).	New Brunswick Rwy	2.96	392	26	no apt.....	21
17	Calais, Princeton	St. Croix and Penobscot R. R.	21.28	135	12	.....do	6
18	Oakland, Embden.....	Somerset Rwy.....	31.70	528	17	apt. 14 by 6.10, 1 l.....	12
19	Mechanic's Falls, Gilbertville.	Rumford Falls and Buckfield R. R.	27.45	491	15	apt. 10 by 6.9, 1 l.....	11.57
20	*Farmington*, Phillips..	Sandy River R. R	18.37	337	13	no apt	15

States and Territories.	STAR ROUTES.				RAILROAD ROUTES.				STEAM-BOAT ROUTES.				TOTALS FOR THE YEAR.			
	Deductions.	Remissions.	Fines.	Remissions.	Deductions.	Remissions.	Fines.	Remissions.	Deductions.	Remissions.	Fines.	Remissions.	Deductions.	Remissions.	Fines.	Remissions.
Alabama	$1,949.23	$260.28	$420.40	$5.00	$2,890.19	$1,828.94	.....	$58.74	$94.84	$25.95	$285.00	$275.00	$4,933.76	$2,115.17	$705.40	$338.74
Alaska	.....	.....	.....	.....	.....	.....	.....	.....	187.50	937.50	20.00	.....	187.50	937.50	20.00	.....
Arkansas	1,198.80	217.68	199.34	21.00	505.70	433.40	.....	.....	134.60	183.84	.....	.....	1,839.10	834.92	199.34	21.00
Arizona	18.57	9.06	25.50	.....	949.60	1,490.99	$30.00	.....	.....	.....	.....	.....	968.17	1,500.05	55.50	.....
California	666.17	347.03	156.00	100.00	944.83	1,196.57	2,166.00	486.00	.....	.....	.....	.....	1,611.00	1,543.60	2,322.00	586.00
Colorado	469.40	32.42	62.50	20.00	1,172.73	49.51	25.00	.....	.....	.....	.....	.....	1,642.13	81.93	87.50	20.00
Connecticut	36.18	23.93	13.50	6.00	74.29	2,268.28	23.00	1.00	.....	.....	.....	.....	110.47	2,292.21	36.50	7.00
Dakota	620.94	285.23	32.00	1.00	3,757.70	8,529.14	2.00	.....	.....	.....	.....	.....	4,378.64	8,814.37	34.00	1.00
Delaware	7.78	.....	.80	.....	.....	.....	.....	.....	.....	.....	.....	.....	7.78	.....	.80	.....
District of Columbia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida	490.66	47.61	67.50	20.00	417.33	6.34	1.00	.....	9,749.39	131.89	108.00	28.00	10,657.38	185.84	176.50	48.00
Georgia	1,438.59	124.69	666.41	3.89	3,338.57	2,523.58	.....	.....	127.95	11.40	5.00	.....	4,900.11	2,659.67	671.41	3.89
Idaho	660.70	129.57	24.50	.....	50.98	155.61	.....	.....	.....	.....	.....	.....	711.68	285.18	24.50	.....
Illinois	163.53	54.02	90.00	.....	11,989.25	12,293.91	2.00	503.44	.....	.....	.....	.....	12,152.78	12,347.93	92.00	503.44
Indiana	205.65	2.70	79.41	.....	10,518.82	4,135.05	44.00	229.44	.....	.....	.....	.....	10,724.47	4,137.75	123.41	229.44
Indian	646.66	47.80	7.00	.....	41.01	.....	.....	.....	.....	.....	.....	.....	687.67	47.80	7.00	.....
Iowa	366.90	55.97	89.00	3.00	1,951.40	1,662.41	117.80	.....	.....	.....	.....	.....	2,318.30	1,718.38	206.80	3.00
Kansas	491.65	76.22	26.50	.....	5,353.93	1,910.66	4.00	15.91	.....	.....	.....	.....	5,845.58	1,986.88	30.50	15.91
Kentucky	715.25	13.82	226.59	.50	4,100.39	3,022.18	38.71	271.64	511.82	79.81	51.25	.....	5,327.46	3,115.81	316.55	272.14
Louisiana	852.28	209.89	163.50	42.00	784.72	113.70	.....	.....	624.31	581.99	11.00	1.00	2,261.31	1,005.58	174.50	43.00
Maine	165.57	63.71	128.50	.....	9.35	34.44	21.00	.....	111.26	.....	.....	.....	286.18	98.15	149.50	.....
Maryland	183.51	97.89	163.33	4.00	3,418.08	1,575.29	106.00	34.52	764.16	349.75	12.00	.....	4,365.75	2,022.93	281.33	38.52
Massachusetts	26.54	12.19	19.00	1.00	62.87	754.64	1,032.00	35.00	2,074.53	36.26	.....	.....	2,163.94	803.09	1,051.00	36.00
Michigan	283.51	24.79	182.23	.....	3,190.81	1,516.33	5.00	.....	69.57	14.10	.....	.....	3,543.89	1,555.22	187.23	.....
Minnesota	930.88	352.06	53.00	16.00	3,525.51	12,780.81	2.00	401.31	.....	.....	.....	.....	4,456.39	13,132.87	55.00	417.31
Mississippi	1,239.81	323.73	196.50	10.00	3,761.90	1,129.76	3.00	.....	153.98	.....	.....	.....	5,155.69	1,453.49	199.50	10.00
Missouri	1,276.52	124.82	210.84	5.00	11,017.03	3,258.52	170.00	922.20	1,042.99	.....	3.00	.....	13,336.54	3,383.34	383.84	927.20
Montana	1,431.57	827.96	50.50	10.00	.....	.....	.....	.....	.....	.....	.....	.....	1,431.57	827.96	50.50	10.00
Nebraska	500.86	24.32	42.00	.....	4,323.39	1,135.40	4.00	.....	.....	.....	.....	.....	4,824.25	1,159.80	46.00	.....
Nevada	334.64	232.62	.....	.....	8,745.44	.....	5.00	5.00	.....	.....	.....	.....	9,080.08	232.62	5.00	5.00
New Hampshire	20.81	39.77	41.00	.....	185.42	166.35	.....	.....	225.11	.....	.....	.....	431.34	206.12	41.00	.....
New Jersey	51.25	.56	3.50	.....	457.94	367.79	40.00	.....	.....	.....	.....	.....	509.19	368.35	43.50	.....
New Mexico	319.96	.27	22.00	.....	354.11	990.17	153.00	.....	.....	.....	.....	.....	674.07	990.44	175.00	.....
New York	575.84	.98	635.34	3.50	11,057.29	3,524.49	3,185.00	7,127.09	252.62	.....	.....	.....	11,885.75	3,525.47	3,820.34	7,130.59
North Carolina	1,132.89	393.53	57.00	13.00	169.56	149.11	50.00	.....	5.85	.....	.....	.....	1,308.30	542.64	107.00	13.00
Ohio	327.01	20.90	2,019.65	1,860.10	40,107.79	21,323.17	2,023.00	22,027.88	14.67	.....	.....	.....	40,449.47	21,344.07	4,042.65	23,887.98
Oregon	176.19	40.32	135.00	50.00	4,791.39	4,794.95	117.00	25.00	53.62	8,736.56	20.00	.....	5,021.20	13,571.83	272.00	75.00
Pennsylvania	444.91	55.95	1,586.43	3.50	7,932.30	13,226.87	4.00	13,112.57	.....	.....	.....	.....	8,377.21	13,282.82	1,590.43	13,116.07
Rhode Island	5.83	.....	7.50	.....	.....	8.04	2.00	.....	27.40	.....	.....	.....	33.23	8.04	9.50	.....
South Carolina	689.36	159.40	43.00	1.00	674.73	551.95	.....	.....	1.80	69.28	3.00	.....	1,365.89	780.63	46.00	1.00
Tennessee	578.07	231.10	117.00	35.00	538.11	800.25	3.00	.....	.....	299.69	.....	.....	1,116.18	1,231.04	120.00	35.00

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	MAINE—continued.		*Miles.*	*Pounds.*		*Feet and inches.*	
21	Lewiston, South Auburn.	Lewiston and Auburn R. R.	6	217	28	no apt	18
22	Bridgton Junction (n. o.), Bridgton.	Bridgton and Saco River R. R.	16.28	305	16	....do	12
23	Monson Junction (n. o.), Monson.	Monson R. R.	6.26	72	18	....do	12
24	Bangor, Mount Desert Ferry.	Maine Central R. R.	43.27	1,447	20	apt. 16 by 6.7, 1 l.	13
25	Strong Station (n. o.), Kingfield.	Franklin and Megantic R. R.	15.18	151	15	no apt	6
26	Hartland, Pittsfield	Sebasticook and Moosehead R. R.	8.51	183	20	....do	12
27	Kennebunk Port, Kennebunk Station (n. o.).	Boston and Maine R. R.	4.67	344	18	....do	24
27	Kennebunk Port Station (n. o.) Kennebunk Station (n. o.).	....do	4.67	192	18	....do	24
28	Kittery Junction (n. o.), York Beach.	....do	11.28	143	21	....do	12
	NEW HAMPSHIRE.						
1001	Concord, Nashua	Concord R. R. Corporation.	36.30	13,788	28	r. p. o. 46 by 9.4 (av.), 1 l. (40 feet authorized); apt. 21.4 by 7.4 (av.) 4 l. to Manchester, 18.46 m.; 3 l. residue, 17.84 m.	45.30
1002	Concord, Portsmouth	....do	59.32	1,155	22	apt. 13 by 6.4, 1 l. to Manchester 18.46 m.; 2 l. residue, 40.86 m.	10.12
1003	Manchester, North Weare.	....do	19.86	223	15	no apt	12
1004	Hookset, Pittsfield	....do	20.42	519	13	apt. 8 by 7, 1 l	12
1005	West Stewartstown, Coos.	Upper Coos R. R.	18.58	217	24	no apt	12
1006	Groveton Junction (n. o.), Concord.	Boston, Concord, Montreal R. R.	145.88	2,853	23	apt. 26.6 by 8.9, 1 l. between Lancaster and Concord, 136.18 m.; apt. 10 by 7, 1 l. between Plymouth and Concord, 51.48 m.	16.71
1007	Pay not adjusted.						
1008	Concord, N. H., White River Junction, Vt.	Northern R. R.	69.76	7,372	26	r. p. o. 46 by 9.4 (av.), 1 l. (40 feet authorized); apt. 34.8 by 6.7 (av.), 1 l.	23.22
1009	Concord, Claremont Junction (n. o.).	....do	56.92	1,083	18	apt. 14.2 by 7, 1 l. to Claremont, 55.02 m.; no apt. residue.	14.66
1010	Contoocook, Peterborough.	....do	32.72	619	12	apt. 9.6 by 7 (av.), 1 l	15.96
1011	Nashua, Keene	Boston and Maine R. R.	50.08	851	24	apt. 14.2 by 7, 1 l	14.25

fail service as in operation June 30, 1888, and June 30, 1889, showing increase and ease and percentage of increase and decrease from June 30, 1888, to June 30, 1889.

	June 30, 1888.	June 30, 1889.	Increase from June 30, 1888, to June 30, 1889.	Decrease from June 30, 1888, to June 30, 1889.	Percentage of increase from June 30, 1888, to June 30, 1889.	Percentage of decrease from June 30, 1888, to June 30, 1889.
STAR SERVICE.						
er of routes	14,146	15,077	931		6.58	
h of routes (miles)	225,607.53	233,331.81	7,724.28		3.42	
d rate of expenditure	$4,959,192.00½	$5,228,387.07½	$269,195.07		5.42	
er of miles traveled per im	83,683,998.99	89,777,600.70	6,093,601.71		7.28	
f cost per mile traveled	5.92 cents.	5.82 cents.		0.10 cent.		1.68
f cost per mile of length	$21.98	$22.40	$0.42		1.91	
ge number of trips per r	3.56	3.69	0.13		3.65	
ATION-WAGON SERVICE (included in star service).						
er of routes	30	30				
h of routes (miles)	397.47	400.70	3.23		0.81	
d rate of expenditure	$404,796.74	$403,729.74		$1,067.00		0.26
er of miles traveled per im	1,514,136.29	1,516,344.65	2,208.36		0.14	
f cost per mile traveled	26.73 cents.	26.62 cents.		0.11 cent.		0.41
f cost per mile of length	$1,018.43	$1,007.56		$10.87		1.06
ge number of trips per r	36.62	36.38		0.24		0.65
SERVICE (omitting regulation-wagon service).						
er of routes	14,116	15,047	931		6.59	
h of routes (miles)	225,210.06	232,931.11	7,721.05		3.42	
d rate of expenditure	$4,554,395.26½	$4,824,657.33½	$270,262.07		5.93	
er of miles traveled per im	82,169,862.70	88,261,256.05	6,091,393.35		7.41	
f cost per mile traveled	5.54 cents.	5.46 cents.		0.08 cent.		1.44
f cost per mile of length	$20.22	$20.71	$0.49		2.42	
ge number of trips per r	3.44	3.64	0.20		5.81	
STEAM-BOAT SERVICE.						
er of routes	127	128	1		0.78	
h of routes (miles)	11,068.49	10,607.87		460.62		4.16
d rate of expenditure	$438,942.27	$446,032.48	$7,090.21		1.61	
er of miles traveled per im	3,216,035.98	3,170,274.26		45,761.72		1.42
f cost per mile traveled	13.64 cents.	14.06 cents.	0.42 cent.		3.07	
f cost per mile of length	$39.69	$42.08	$2.39		6.02	
ge number of trips per k	2.79	2.87	0.08		2.86	
IL MESSENGER SERVICE.						
er of routes	5,906	6,344	438		7.41	
h of routes (miles)	4,645.05	5,023.27	378.22		8.14	
d rate of expenditure	$883,718.67	$949,188.85	$65,470.18		7.40	
er of miles traveled per im	10,595,355.23	10,781,753.91	186,398.69		1.75	
f cost per mile traveled	8.34 cents.	8.80 cents.	0.46 cent.		5.51	
f cost per mile of length	$190.24	$188.95		$1.29		0.67
ge number of trips per r	21.93	20.63		1.30		5.92

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	NEW HAMPSHIRE—continued.		*Miles.*	*Pounds.*		*Feet and inches.*	
1012	Rochester, N. H., Worcester, Mass.	Boston and Maine R. R.	95.13	2,525	24	apt. 16.2 by 7.10 (av.) 1 l to Nashua, 48.55 m.; 2 l, residue, 46.58 m.	17.33
1013	Dover, Alton Bay	do	28.36	1,166	25	apt. 11.1 by 6.7, 2 l	12.35
1014	Conway Junction (n. o.), Me., North Conway, N. H.	do	71.83	2,102	25	apt. 19.6 by 8.6, 2 l. to Wolfboro Junction, 30.38 m.; 1 l. residue, 41.45. m.	17.33
1015	Wolfboro Junction, Wolfborough.	do	12.05	194	26	no apt	12
1016	Portsmouth, Dover	do	11.65	208	21	do	18
1017	Vacant						
1018	Whitefield Junction (n. o.), Meadows.	Whitefield and Jefferson R. R.	8.5	123	17	do	6
1019	Vacant						
1020	Franklin, Bristol	Northern R. R.	13.42	319	19	do	12
1021	Rollingsford (n. o.), Great Falls.	Boston and Maine R. R.	2.67	381	21	do	27
1022	Plymouth, North Woodstock.	Boston, Concord and Montreal R. R.	21	155	19	do	8.15
	VERMONT.						
2001	Readsboro, Vt., Hoosac Tunnel Station (n. o.), Mass.	Hoosac Tunnel and Wilmington R. R.	11.50	114	10	no apt	6
2002	Windsor, Vt., Rouse's Point, N. Y.	Central Vermont R. R.	158.77	6,401	26	r. p. o. 43.8 by 9.1 (av.), 1 l. to St. Albans, 134.63 m. (40 feet authorized); apt. 2 l. to White River Junction, 14.13 m.; 1 l. bet. White River Junction and St. Albans, 120.5m.; 1 l. bet. Essex Junction and Rouse's Point, 48.64 m.	25.13
2003	Bellows Falls, Essex Junction.	do	128	4,629	22	apt. 22.9 by 7.3 (av.), 1 l. to Rutland, 52.71 m.; 2 l. thence to Burlington, 67.20 m.; 3 l. residue, 8.09 m.	20.31
2004	Bellows Falls, Windsor.	Sullivan County R. R.	25.50	9,861	29	r. p. o. 41.5 by 9, 1 l. (40 feet authorized); apt. 23.2 by 6.8 (av.), 2 l.	24
2005	Brattleboro, Bellows Falls.	Vermont Valley R. R.	24.17	2,726	30	r. p. o., 41.5 by 9, 1 l.; apt. 22.6 by 6.6, 2 l.	24
2006	St. Albans, Canada Line (n. o.)	Central Vermont R. R.	17.45	1,151	30	no apt	18.5
2007	St. Albans, Richford	do	28.66	451	16	apt. 8.4 by 6.10, 1 l	6
2008	Leicester Junction, Vt., Addison Junction, N. Y.	do	15.63	103	10	no apt	6

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	VERMONT—continued.		*Miles.*	*Pounds.*		*Feet and inches.*	
2009	Richford, Newport ...	Canadian Pacific Rwy.	31.72	524	27	no apt	12
2010	White River Junction, Derby Line.	Boston and Maine R. R.	114.59	6,020	24	r. p. o. 41.5 by 9, 1 l. to Newport, 105.15 m.; apt. 18.3 by 6.8, 1 l. to Newport, 105.15 m.	18.30
2011	South Lunenburgh, Swanton.	St. Johnsbury and Lake Champlain R. R.	117.70	999	22	apt. 13 by 6.8, 1 l.	6.99
2012	Wells River, Montpelier.	Montpelier and Wells River R. R.	38.85	908	28	apt. 12 by 6.7, 1 l	13.51
2013	White River Junction, Woodstock.	Woodstock R. R	14.44	301	17	no apt	12
2014	Burlington, Cambridge Junction (n. o.).	Burlington and Lamoille R. R.	34.39	558	24	apt. 8.9 by 7, 1 l.	12
2015	Rutland, Bennington..	Bennington and Rutland Rwy.	57.82	3,800	29	apt. 22 by 7.5, 2 l. to North Bennington.	21.54
2016	Brattleboro, South Londonderry.	Central Vermont R. R	36.36	413	12	apt. 8.5 by 5.6, 1 l.	6
2017	Montpelier Junction (n. o.), Williamstown.	do	15.08	434	12	no apt	18.87
2018	North Bennington, State Line (n. o.).	Bennington and Rutland Rwy.	2.02	4,215	29	apt. 22 by 7.5 (av.), 2 l.	21
	MASSACHUSETTS.						
3001	Boston, Mass., Portland, Me.	Boston and Maine R. R.	109.35	28,932	26	r. p. o. 60 by 9.1, 2 l.; apt. 19.6 by 8.6, 2 l. to Portsmouth, 1 l. thence to Brooks Crossing (n. o.); no apt. residue.	47.81
3002	Boston, East Saugus..	do	10.74	225	16	no apt	21.43
3003	Salem, Rockport	do	19.69	867	21	do	26
3004	Salem, Marblehead	do	3.99	182	22	do	24
3005	Salem, Lawrence	do	22.33	129	19	do	17.09
3006	Franklin, Mass., Valley Falls, R. I.	New York and New England R. R.	14.36	192	29	do	12
3007	Salisbury, Amesbury.	Boston and Maine R. R.	4.49	464	21	do	27
3008	Wenham Depot, Essex	do	6.16	108	16	do	12
3009	Lynn, Marblehead	do	6.38	618	17	do	19.48
3010	Wakefield, Peabody ..	do	8.09	123	27	do	10.47
3011	Boston, Mass., Portland, Me.	do	116.33	7,761	24	r. p. o. 41.9 by 8.11, 1 l.; apt. 15.10 by 8 2 (av.), 3 l. to Wakefield, 10 m.; 2 l. thence to Lawrence, 17 m.; 1 l. residue, 89.33 m.	45.11
3012	Boston, Medford	do	5.32	317	15	no apt	39.02
3013	Georgetown, Haverhill.	do	7.32	114	23	do	22.36
3014	Wakefield Junction (n. o), Newburyport.	do	30.80	1,755	25	apt. 12 by 8.6, 2 l	18.55
3015	Newton Junction, N. H., Merrimac, Mass.	do	4.85	204	18	no apt	21

and Territories in which the contract term expired June 30, 1889, *and also on certain new of the weight of the mails, the speed with which they are conveyed, the accommodations for the acts of March* 3, 1873, *July* 12, 1876, *and June* 17, 1878.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
48. 73	.....	46. 17	.....	1, 438. 99	.....	1, 408. 64	.....	July 1	Weighed 30 days from Sept. 24, 1888. 0.98 m. decrease.
56. 43	.....	50. 45	.....	843. 06	.....	752. 71	.....	July 1	Weighed 30 days from Sept. 24, 1888. 0.02 m. increase.
88. 66	.....	79. 52	.....	5, 973. 10	.....	5, 379. 52	.....	July 1	Weighed 30 days from Sept. 24, 1888. 0.18 m. increase.
84. 65	.....	66. 40	.....	2, 830. 69	.....	2, 277. 03	.....	July 1	Weighed 30 days from Sept. 24, 1888. 0.15 m. increase.
131. 67	.....	107. 73	.....	13, 432. 97	.....	11, 088. 64	.....	July 1	Weighed 30 days from Sept. 24, 1888. 0.91 m. decrease.
322. 34	100. 00	278. 73	100. 00	44, 208. 98	13, 715. 00	38, 464. 74	13, 800. 00	July 1	Weighed 30 days from Sept. 24, 1888. 0.85 m. decrease.
134. 24	.....	126. 54	.....	22, 289. 20	.....	20, 971. 47	.....	July 1	Weighed 30 days from Sept. 24, 1888. 0.31 m. increase.
132. 53	.....	125. 69	.....	7, 298. 42	.....	6, 912. 95	.....	July 1	Weighed 30 days from Sept. 24, 1888. 0.07 m. increase.
42. 75	.....	42. 75	.....	811. 39	.....	807. 97	.....	July 1	Weighed 30 days from Sept. 24, 1888. 0.08 m. increase.
120. 56	.....	98. 33	.....	11, 099. 95	.....	8, 848. 71	.....	July 1	Weighed 30 days from Sept. 24, 1888. 2.08 m. increase.
154. 76	.....	137. 66	.....	1, 425. 33	.....	1, 262. 34	.....	July 1	Weighed 30 days from Sept. 24, 1888. 0.04 m. increase.
191. 52	25. 00	187. 25	25. 00	21, 992. 24	2, 870. 75	21, 507. 53	2, 871. 50	July 1	Weighed 30 days from Sept. 24, 1888. 0.03 m. decrease.
78. 66	.....	70. 97	.....	1, 614. 88	.....	1, 458. 43	.....	July 1	Weighed 30 days from Sept. 24, 1888. 0.02 m. decrease.
82. 08	.....	67. 55	.....	6, 415. 37	.....	5, 273. 62	.....	July 1	Weighed 30 days from Sept. 24, 1888. 0.09 m. increase.
133. 33	.....	109. 44	.....	6, 579. 68	.....	5, 374. 59	.....	July 1	Weighed 30 days from Sept. 24, 1888. 0.22 m. increase.
56. 43	.....	49. 59	.....	167. 03	.....	198. 36	.....	July 1	Weighed 30 days from Sept. 24, 1888. 1.04 m. decrease.
42. 75	.....	42. 75	.....	909. 72	.....	909. 72	.....	July 1	Weighed 30 days from Sept. 24, 1888.
64. 96	.....	55. 58	.....	2, 059. 86	.....	1, 817. 62	.....	July 1	Weighed 30 days from Feb. 19, 1889. Pay not fixed on 5.93 m. extension from North Anson to Embden from Jan. 1, 1889.
63. 27	.....	55. 58	.....	1, 736. 76	.....	1, 525. 67	.....	July 1	Weighed 30 days from Sept. 24, 1888.
52. 15	.....	42. 75	.....	957. 99	.....	780. 18	.....	July 1	Weighed 30 days from Sept. 24, 1888. 0.12 m. increase.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	MASSACHUSETTS—continued.		*Miles.*	*Pounds.*		*Feet and inches.*	
3016	Boston, Mass., Nashua, N. H.	Boston and Maine R. R.	40.62	15,018	26	r. p. o., 46 by 9.4 (av.), 1 l. (40 ft. authorized); apt. 22.6 by 7.4 (av.), 4 l.	83.47
3017	Lowell, Lawrence	do	18.49	165	21	no apt.	21
3018	Winchester, North Woburn.	do	4.69	269	17	do	26.71
3019	Somerville Station (n. o.), North Billerica.	do	19.52	308	18	do	21.77
3020	Ayer, Lowell	do	16.55	444	22	apt. 11.2 by 7, 2 l.	12
3021	Boston, Mass., Troy, N. Y.	Fitchburg R. R	188.92	8,109	26	apt. 21.11 by 7.9 (av.), 4 l. to Ayer, 36.17 m.; 3 l. thence to Fitchburg, 13.53 m.; 2 l. thence to Hoosac Junction, 114.20 m.; 4 l. thence to Eagle Bridge, 2.52 m.; 5 l. residue, 22.81 m.	42.89
3022	Vacant						
3023	South Acton, Marlborough.	Fitchburg R. R.	12.69	261	24	no apt.	25.63
3024	Ayer, Mass., Greenville, N. H.	do	23.96	698	24	apt. 16 by 8.2, 1 l	12
3025	Boston, Mass., Albany, N. Y.	Boston and Albany R. R.	201.41	66,641	27	r. p. o. 60 by 8.11., 1 l., 55.8 by 8.8, 3 l., 45.1 by 8.7, 1 l., to Springfield, 98.63 m. (40 ft. authorized); 56.7 by 8.9, 1 l., 45.1 by 8.7, 1 l., residue, 102.78 m. (40 ft authorized); apt. 27.7 by 8.7, 1 l. to Springfield, 98.63 m.; 14 by 6, 1 l. to South Framingham.	60.76
3026	Millbury Junction (n. o.), Millbury.	do	3.25	76	18	no apt.	12
3027	Auburndale Station (n. o.), Newton Lower Falls.	do	2.02	107	13	do	21
3028	South Framingham, Milford.	do	12.48	620	24	do	24
3029	Pittsfield, North Adams.	do	21.37	1,027	25	apt. 9.6 by 6, 2 l.	24
3030	Palmer, Winchendon	Boston and Albany R. R.	50.19	187	18	no apt	15.84
3031	North Brookfield, East Brookfield.	do	4.53	248	17	do	27
3032	Natick, Saxonville	do	4.04	71	17	do	12
3033	Cook Street Station (n. o.), Bellingham.	New York and New England R. R.	22.60	301	19	do	13.16
3034	North Grafton Station (n. o.), Grafton.	Grafton and Upton R. R.	3.15	195	12	do	36

ties and Territories in which the contract term expired June 30, 1889—Continued.

artment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
277.88	25.00	271.04	25.00	11,287.48	1,015.50	10,800.94	996.25	July 1	Weighed 30 days from Sept. 24, 1888. 0.77 m. increase.
42.75	.....	42.75	.....	576.60	.....	601.92	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.59 m. increase.
47.03	.....	43.61	.....	220.57	.....	198.36	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.13 m. increase.
50.45	.....	42.75	.....	984.78	.....	842.17	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.18 m. increase.
59.85	.....	74.39	.....	900.51	.....	1,266.86	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.48 m. decrease.
193.49	.....	187.25	.....	38,443.33	.....	34,920.54	.....	July 1	Weighed 30 days from Feb. 19, 1889. 83.52 increase. Extended to Troy, covering routes 3022 and 6067, from July 1, 1889.
.....	.....	.....	.....	.....	.....	.....	.....	.....	Covered by route 3021.
47.03	.....	50.45	.....	596.81	.....	641.21	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. decrease.
71.82	.....	64.98	.....	1,720.80	.....	1,556.92	.....	July 1	Weighed 30 days from Feb. 19, 1889.
129.35	225.00	574.56	225.00	167,039.38	29,900.25	166,939.86	29,891.25	July 1	Weighed 30 days from Oct. 1, 1888. 0.12 increase. Pay also fixed from June 3, 1888. 102.78 m., at $75 per m. for r. p. o. cars; formerly 102.66 m.
42.75	.....	42.75	.....	138.93	.....	190.66	.....	July 1	Weighed 30 days from Feb. 19, 1889. 1.21 m. decrease.
42.75	.....	42.75	.....	86.35	.....	89.34	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.07 m. decrease.
69.20	.....	62.42	.....	864.36	.....	771.50	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.12 m. increase.
86.36	.....	84.65	.....	1,845.51	.....	1,812.35	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.04 m. decrease.
42.75	.....	58.58	.....	2,145.62	.....	2,789.00	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. increase.
46.17	.....	42.75	.....	209.15	.....	193.23	.....	July 1	Do.
42.75	.....	42.75	.....	172.71	.....	168.43	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.1 m. increase.
49.50	.....	44.46	.....	1,120.78	.....	1,006.57	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.04 m. decrease.
42.75	.....	42.75	.....	134.66	.....	128.25	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.15 m. increase.

II.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	MASSACHUSETTS—continued.		*Miles.*	*Pounds.*		*Feet and inches.*	
3035	Boston, Mass., Providence, R. I.	Old Colony R. R.	43.98	11,983	30	r. p. o. 55 by 8. 8, 1 l.	89.86
3036	Boston, Dedham	do	9.74	627	17	no apt	52.12
3037	Canton Junction (n. o.), Stoughton.	do	3.94	247	18	do	34
3038	Boston, South Braintree.	do	11.36	14,186	24	apt. 20.6 by 9.2, 2 l.	130.00
3039	South Braintree Junction (n. o.), Mass., Newport, R. I.	do	59.80	3,310	27	apt. 20.6 by 9.2, 2 l. between South Braintree Junction and Middleborough, 23.19 m.; no apt. residue.	41.43
3040	South Abington Station, Bridgewater.	do	7.42	54	22	no apt.	9.86
3041	Middleborough, Provincetown.	do	86.38	3,821	25	apt. 20.6 by 9.2, 2 l. to Wellfleet. 72 m.; no apt. residue.	13
3042	Nantucket, Siasconset	Nantucket R. R.	11.49	190	15	no apt.	13
3043	Attleborough, Middleborough.	Old Colony R. R.	22.06	145	24	do	16.23
3044	South Braintree, Fall River.	do	38.18	873	27	do	35.66
3045	Buzzard's Bay, Wood's Holl.	do	17.83	553	23	do	13
3046	South Braintree, Plymouth.	do	26.62	837	24	do	22.33
3047	Sterling Junction, Pratt's Junction.	do	4.83	324	25	do	18
3048	Yarmouth Junction (n. o.), Hyannis.	do	3.54	103	25	do	13
3049	South Framingham, Lowell.	do	28.30	2,289	28	apt. 12.7 by 6.7 (av.), 2 l.	13
3050	Fairhaven, Tremont Junction (n. o.).	do	15.26	381	24	no apt.	13
3051	New Bedford, Fitchburg.	do	99.69	1,611	26	apt. 13 by 6.7 (av.), 2 l. Taunton and South Framingham, 32.22 m.; 1 l. residue, 37.51 m.	26.21
3052	East Thompson, Conn., Southbridge, Mass.	New York and New England R. R.	18.00	300	23	no apt.	14.75
3053	Greenfield, Turner's Falls.	Fitchburg R. R.	5.05	301	17	do	39
3054	New Bedford, Fall River.	Old Colony R. R.	14.90	65	23	do	13
3055	Fitchburg, Mass., Bellows Falls, Vt.	Cheshire R. R.	64.61	3,820	27	apt. 23.11 by 6.10, 1 l.	22.94
3056	South Vernon Junction (n. o.), Mass., Keene, N. H.	Connecticut River R. R.	23.93	728	24	apt. 8.10 by 7, 2 l.	13
3057	Worcester, Winchendon.	Fitchburg R. R.	86.90	1,189	22	apt. 13.1 by 7.9 (av.), 2 l.	14.17

s and Territories in which the contract term expired June 30, 1889—Continued.

tment; av., average; l., line or lines; m., miles.]

tation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
	Dolls.	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
20	50.00	241.11	50.00	10,792.25	2,199.00	10,608.84	2,200.00	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. decrease.
30	.....	59.85	.....	674.59	.....	563.54	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. decrease.
2	.....	42.75	.....	178.56	.....	171.00	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.06 m. decrease.
7	.....	218.03	.....	3,049.81	.....	2,476.82	.....	July 1	Weighed 30 days from Feb. 19, 1889.
1	.....	127.40	.....	8,743.35	.....	7,803.25	.....	July 1	Weighed 30 days from Feb. 19, 1889. 1.45 m. decrease.
	.....	42.75	.....	317.63	.....	347.55	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.70 m. decrease.
	.....	136.80	.....	13,293.88	.....	11,805.84	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.08 m. increase.
	.....	42.75	.....	491.19	.....	492.48	.....	July 1	Weighed 30 days from July 2, 1889. 0.03 m. decrease. Service rendered from June 1 to Sept. 30 each year.
	.....	42.75	.....	943.06	.....	940.50	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.06 m. increase.
2	.....	78.66	.....	3,036.07	.....	2,766.47	.....	July 1	Weighed 30 days from Feb. 19, 1889. 3.01 m. increase.
4	.....	64.13	.....	1,173.92	.....	1,143.43	.....	July 1	Weighed 30 days from Feb. 19, 1889.
1	.....	69.26	.....	2,071.30	.....	1,836.77	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.1 m. increase.
10	.....	53.87	.....	247.77	.....	260.19	.....	July 1	Weighed 30 days from Feb. 19, 1889.
75	.....	42.75	.....	151.33	.....	151.33	.....	July 1	Do.
67	.....	121.41	.....	3,726.26	.....	3,574.31	.....	July 1	Weighed 30 days from Feb. 19, 1889. 1.14 m. decrease.
58	.....	50.45	.....	848.15	.....	786.51	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.33 m. decrease.
15	.....	99.18	.....	10,060.19	.....	9,287.21	.....	July 1	Weighed 30 days from Feb. 19, 1889. 2.95 m. decrease.
50	.....	47.03	.....	892.62	.....	846.54	.....	July 1	Weighed 30 days from Feb. 19, 1889.
50	.....	44.46	.....	250.42	.....	216.52	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.18 m. increase.
75	.....	42.75	.....	636.97	.....	634.83	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.05 m. increase.
90	.....	147.08	.....	9,943.47	.....	9,500.07	.....	July 1	Weighed 30 days from Sept. 24, 1888. 0.01 m. increase.
53	.....	70.11	.....	1,759.57	.....	1,677.73	.....	July 1	Weighed 30 days from Sept. 24, 1888.
20	.....	89.78	.....	3,439.06	.....	3,382.01	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.77 m. decrease.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	VERMONT—continued.		*Miles.*	*Pounds.*		*Feet and inches.*	
2009	Richford, Newport ...	Canadian Pacific Rwy.	31.72	524	27	no apt	12
2010	White River Junction, Derby Line.	Boston and Maine R. R.	114.59	6,020	24	r. p. o. 41.5 by 9, 1 l. to Newport, 105.15 m.; apt. 18.3 by 6.5, 1 l. to Newport, 105.15 m.	18.30
2011	South Lunenburgh, Swanton.	St. Johnsbury and Lake Champlain R. R.	117.70	999	22	apt. 13 by 6.8, 1 l.....	6.89
2012	Wells River, Montpelier.	Montpelier and Wells River R. R.	38.85	908	28	apt. 12 by 6.7, 1 l	12.51
2013	White River Junction, Woodstock.	Woodstock R. R	14.44	361	17	no apt	12
2014	Burlington, Cambridge Junction (n. o.).	Burlington and Lamoille R. R.	34.39	558	24	apt. 8.9 by 7, 1 l.....	12
2015	Rutland, Bennington..	Bennington and Rutland Rwy.	57.82	3,800	29	apt. 22 by 7.5, 2 l. to North Bennington.	21.54
2016	Brattleboro, South Londonderry.	Central Vermont R. R	36.36	413	12	apt. 8.5 by 5.6, 1 l.....	6
2017	Montpelier Junction (n. o.), Williamstown.	.....do	15.08	434	12	no apt	18.87
2018	North Bennington, State Line (n. o.).	Bennington and Rutland Rwy.	2.02	4,215	29	apt. 22 by 7.5 (av.), 2 l..	21
	MASSACHUSETTS.						
3001	Boston, Mass., Portland, Me.	Boston and Maine R. R.	109.35	28,932	26	r. p. o. 60 by 9.1, 2 l.; apt. 19.6 by 8.6, 2 l. to Portsmouth, 1 l. thence to Brooks Crossing (n. o.); no apt. residue.	47.81
3002	Boston, East Saugus..	.....do	10.74	225	16	no apt.....	21.43
3003	Salem, Rockport	.....do	19.69	867	21	.....do	26
3004	Salem, Marblehead....	.....do	3.99	182	22	.....do	24
3005	Salem, Lawrence.....	.....do	22.33	129	19	.....do	17.09
3006	Franklin, Mass., Valley Falls, R. I.	New York and New England R. R.	14.36	192	29	.....do	12
3007	Salisbury, Amesbury.	Boston and Maine R. R.	4.49	464	21	.....do	27
3008	Wenham Depot, Essex.	.....do	6.16	108	16	.....do	12
3009	Lynn, Marblehead....	.....do	6.38	618	17	.....do	19.48
3010	Wakefield, Peabody ..	.....do	8.09	123	27	.....do	10.47
3011	Boston, Mass., Portland, Me.	.....do	116.33	7,761	24	r. p. o. 41.9 by 8.11, 1 l.; apt. 15.10 by 8 2 (av.), 3 l. to Wakefield, 10 m.; 2 l. thence to Lawrence, 17 m.; 1 l. residue, 89.33 m.	45.11
3012	Boston, Medford	.....do	5.32	317	15	no apt.....	39.02
3013	Georgetown, Haverhill.	.....do	7.32	114	23	.....do	22.36
3014	Wakefield Junction (n. o), Newburyport.	.....do	30.80	1,755	25	apt. 12 by 8.6, 2 l	18.55
3015	Newton Junction, N. H ., Merrimac, Mass.	.....do	4.85	204	18	no apt.....	21

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
64. 98	.....	86. 36	.....	2, 061. 16	.....	2, 726. 38	.....	July 1	Weighed 30 days from Sept. 24, 1888. 0.15 m. increase.
181. 28	25. 00	143. 64	25. 00	20, 770. 58	2, 628. 75	20, 897. 46	2, 628. 75	July 1	Weighed 30 days from Sept. 24, 1888. 0.7 m. decrease. Also re-adjusted from Oct. 12, 1887, on 115.29 m.
84. 65	.....	71. 82	.....	9, 963. 30	.....	8, 514. 97	.....	July 1	Weighed 30 days from Sept. 24, 1888. 0.86 m. decrease.
81. 23	.....	71. 82	.....	3, 155. 78	.....	2, 790. 20	.....	July 1	Weighed 30 days from Sept. 24, 1888.
49. 50	.....	44. 46	.....	716. 07	.....	642. 00	.....	July 1	Do.
65. 84	.....	60. 71	.....	2, 264. 23	.....	2, 088. 42	.....	July 1	Weighed 30 days from Sept. 24, 1888. 0.01 m. decrease.
153. 90	.....	154. 76	.....	8, 898. 49	.....	8, 948. 22	.....	July 1	Weighed 30 days from Sept. 24, 1888.
57. 29	.....	52. 16	.....	2, 083. 06	.....	1, 898. 62	.....	July 1	Weighed 30 days from Sept. 24, 1888. 0.04 m. decrease.
53. 00	.....	43. 61	.....	450. 17	.....	332. 74	.....	July 1	Weighed 30 days from Sept. 24, 1888. Extension from Barre to Williamstown, 7.45 m., from Dec. 17, 1888, not weighed.
159. 03	.....	158. 18	.....	321. 24	.....	319. 52	.....	July 1	Weighed 30 days from Sept. 24, 1888.
436. 65	100. 00	367 65	100. 00	46, 654. 17	10, 935. 00	40, 202. 52	10, 935. 00	July 1	Weighed 30 days from Sept. 24, 1888.
4[illegible]. 46	.....	42. 75	.....	477. 50	.....	459. 13	.....	July 1	Weighed 30 days from Feb. 19, 1889.
79. 52	.....	70. 97	.....	1, 565. 74	.....	1, 397. 39	.....	July 1	Do.
42. 75	.....	42. 75	.....	170. 57	.....	170. 57	.....	July 1	Do.
42. 75	.....	42. 75	.....	954. 60	.....	954. 60	.....	July 1	Do.
42. 75	.....	42. 75	.....	613. 89	.....	618. 16	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.1 m. decrease.
61. 56	.....	53. 01	.....	276. 40	.....	238. 01	.....	July 1	Weighed 30 days from Feb. 19, 1889.
42. 75	.....	4[illegible]. 75	.....	263. 34	.....	232. 98	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.71 m. increase.
68. 40	.....	67. 55	.....	436. 39	.....	430. 96	.....	July 1	Weighed 30 days from Feb. 19, 1889.
42. 75	.....	42. 75	.....	345. 84	.....	345. 84	.....	July 1	Do.
200. 07	25. 00	166. 73	25. 00	23, 274. 14	2, 908. 25	19, 395. 70	2, 908. 25	July 1	Weighed 30 days from Sept. 24, 1888.
56. 45	.....	42. 75	.....	268. 39	.....	227. 00	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. increase.
42. 75	.....	42. 75	.....	312. 93	.....	312. 50	.....	July 1	Do.
117. 14	.....	73. 53	.....	3, 607. 91	.....	2, 264. 72	.....	July 1	Weighed 30 days from Feb. 19, 1889.
42. 75	.....	42. 75	.....	207. 33	.....	207. 33	.....	July 1	Do.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes*

[Abbreviations: r. p. o., railway post-office; apt

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	RHODE ISLAND.		*Miles.*	*Pounds.*		*Feet and inches.*	
4001	Providence, R. I., Worcester, Mass.	Providence and Worcester R. R.	43.98	3,019	25	apt. 16.4 by 6.8, 2 l.....	45.0
4002	Providence, R. I., Groton, Conn.	New York, Providence and Boston R. R.	61.91	15,606	31	r. p. o. 55 by 8.8, 1 l.; apt. 16 by 6.11(av.), 2 l.	52.5
4003	Providence, R. I., Willimantic, Conn.	New York and New England R. R.	58.56	972	24	apt. 20.4 by 8.4, 1 l.....	13.5
4004	Providence, Bristol ...	Providence, Warren and Bristol R. R.	15.42	1,180	22	no apt.....	31.5
4005	Warren, R. I., Fall River, Mass.	Fall River, Warren, and Providence R. R.	9.14	901	20	.....do	21
4006	Providence, Pascoag..	Providence and Springfield R. R.	23.24	851	19	apt. 6.9 by 6.5, 2 l.....	13
4007	Kingston Depot (n. o.), Narragansett Pier.	Narragansett Pier R. R.	8.50	453	20	no apt.....	13
4008	Auburn Station (n. o.), Hope.	New York, Providence and Boston R. R.	10.65	299	18	.....do	13.5
4009	Wood River Junction (n. o.), Hope Valley.	Wood River Branch R. R.	5.71	168	20	.....do.....	13
4010	Auburn Station (n. o.), Warwick.	New York, Providence and Boston R. R.	7.58	41	17	.....do	13
	CONNECTICUT.						
5001	Norwich, Conn., Worcester, Mass.	New York and New England R. R.	59.68	1,134	23	apt. 12.2 by 7, 1 l.....	26.5
5002	New Britain, Berlin Junction (n. o.).	New York, New Haven and Hartford R. R.	3.00	325	18	no apt	27
5003	Middletown, Berlin Depot (n. o.).	.....do	11.26	290	21	.....do	24
5004	New Haven, New London.	.....do	51.71	16,418	31	r. p. o. 55 by 8.8, 1 l.; apt. 13.11 by 6.3, 2 l.	44.1
5005	New York, N. Y., Springfield, Mass.	.....do	135.73	89,496	31	r. p. o. 60 by 8.11, 1 l., 55 by 8.8., 2l., 55 by 8.7, 1 l. (50 ft. authorised); 55 by 8.8, 1 l. to New Haven 73.23 m.	94.0
5006	Waterbury, Watertown.	.....do	6.15	211	17	no apt	13
5007	Boston, Mass., Hopewell Junction, N. Y.	New York and New England R. R.	214.94	6,952	26	apt. 21.8 by 9.3., 12.2 by 8.11, 2 l. between Boston and Hartford, 117.3 m., and 1 l. residue 97.64 m.	26.5
5008	Vernon, Melrose.....	.....do	13.15	163	20	no apt	13.5
5009	New Canaan Station (n. o.), Stamford Station (n. o.).	New York, New Haven and Hartford R. R.	7.65	336	23	.....do	24
5010	New Haven, Conn., Williamsburgh, Mass.	.....do	85.31	2,068	28	apt. 12.5 by 6.7, 2 l....	20.5
5011	Bridgeport, Winsted .	.....do	62.24	2,432	23	apt. 15.1 by 6.10, 2 l....	22.5
5012	Bridgeport, Conn., Pittsfield, Mass.	Housatonic R. R.....	111.13	2,413	26	apt. 14.7 by 6, 3 l.....	23.5

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
277.88	25.00	271.04	25.00	11,287.48	1,015.50	10,800.94	996.25	July 1	Weighed 30 days from Sept. 24, 1888. 0.77 m. increase.
42.75	.....	42.75	.....	576.69	.....	601.92	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.59 m. increase.
47.03	.....	43.61	.....	220.57	.....	198.86	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.13 m. increase.
56.45	.....	42.75	.....	984.78	.....	842.17	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.18 m. increase.
59.85	.....	74.30	.....	990.51	.....	1,266.86	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.48 m. decrease.
263.49	.....	187.25	.....	36,443.33	.....	34,920.54	.....	July 1	Weighed 30 days from Feb. 19, 1889. 83.52 increase. Extended to Troy, covering routes 3022 and 6067, from July 1, 1889.
.....	.....	.....	.....	.....	.....	.....	.....	.....	Covered by route 3021.
47.03	.....	50.45	.....	598.81	.....	641.21	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. decrease.
71.82	.....	64.98	.....	1,720.89	.....	1,556.92	.....	July 1	Weighed 30 days from Feb. 19, 1889.
829.35	225.00	574.56	225.00	167,039.38	29,900.25	166,939.86	29,891.25	July 1	Weighed 30 days from Oct. 1, 1888. 0.12 increase. Pay also fixed from June 3, 1888. 102.78 m., at $75 per m. for r. p. o. cars; formerly 102.66 m.
42.75	.....	42.75	.....	138.93	.....	190.66	.....	July 1	Weighed 30 days from Feb. 19, 1889. 1.21 m. decrease.
42.75	.....	42.75	.....	86.35	.....	89.34	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.07 m. decrease.
60.26	.....	62.42	.....	864.36	.....	771.50	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.12 m. increase.
86.36	.....	84.65	.....	1,845.51	.....	1,812.35	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.04 m. decrease.
42.75	.....	55.56	.....	2,145.62	.....	2,789.00	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. increase.
46.17	.....	42.75	.....	209.15	.....	193.23	.....	July 1	Do.
42.75	.....	42.75	.....	172.71	.....	168.43	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.1 m. increase.
49.59	.....	44.46	.....	1,120.73	.....	1,006.57	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.04 m. decrease.
42.75	.....	42.75	.....	134.66	.....	128.25	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.15 m. increase.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	CONNECTICUT—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*	
5013	South Norwalk, Danbury.	Housatonic R. R	22.43	1,443	21	apt. 10.9 by 5.10 (av.). 2 l.	42.00
5014	New Haven, Willimantic.	New York, New Haven and Hartford R. R.	54.65	4,822	29	apt. 10.8 by 6.10, 1 l.	22.46
5015	Hartford, Saybrook Point.	....do	46.12	1,778	20	apt. 10.9 by 6.10 (av.), 2 l. to Saybrook, 44.31 m.	13.26
5016	Hartford, Conn., Springfield, Mass.	New York and New England R. R.	32.20	796	22	apt. 11 by 6, 2 l	12
5017	New Haven, Ansonia	New Haven and Derby R. R.	13.45	680	22	no apt	31
5018	Hartford, Conn., Rhinecliff, N. Y.	Hartford and Connecticut Western R. R.	110.36	918	20	apt. 13 by 6.6, 2 l. to State line (n. o.), 67.75 m.; and 10.6 by 6, 1 l.; residue, 42.61 m.	11.00
5019	Litchfield, Hawleyville.	Shepaug, Litchfield and Northern R. R.	32.86	424	19	apt. 6.6 by 6.4, 1 l	7.00
5020	Turnerville, Colchester.	New York, New Haven and Hartford R. R.	4.09	184	21	no apt	24
5021	Farmington station (n. o.), New Hartford.	....do	14.29	1,059	21	apt. 10 by 6.6, 2 l	17.00
5022	Danbury, Brookfield Junction (n. o.).	Housatonic R. R	5.80	263	24	no apt	27
5023	Branchville, Ridgefield.	....do	4.32	168	15	....do	24
5024	Bethel, Hawleyville	....do	6.07	18	23	....do	6
5025	Windsor Locks, Suffield.	New York, New Haven and Hartford R. R.	4.78	224	30	....do	24
	NEW YORK.						
6001	New York, Dunkirk	New York, Lake Erie and Western R. R.	459.92	16,149	30	r. p. o. 50 by 9, 2 l. to Hornellsville, 332.31 m.; 1 l. residue, 127.61 m.; apt. 18.4 by 8.7 (av.) 2 l. to Port Jervis, 88.40 m.; 2 l. bet. Waverly and Elmira, 17.6 m.; 1 l. thence to Corning, 17.35 m.; no apt. residue.	32.91
6002	Tallman, Sparkill	....do	12.87	176	24	apt. 8 by 6.8, 1 l. between Spring Valley and Nanuet, 2.55 m.	13.13
6003	Buffalo, Suspension Bridge.	....do	27.12	1,885	28	no apt	39.57
6004	Newburgh, Greycourt.	....do	19.00	1,171	30	....do	26.44
6005	Rochester, Corning	....do	95.26	3,120	28	apt. 20 by 9, 1 l.	23.19
6006	Dansville, Attica	....do	65.21	1,208	26	apt. 15 by 9.11, 1 l	12

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
245.39	50.00	241.11	50.00	10,792.25	2,199.00	10,608.84	2,200.00	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. decrease.
69.26	.....	59.85	.....	674.59	.....	583.54	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. decrease.
45.33	.....	42.75	.....	178.56	.....	171.00	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.06 m. decrease.
268.47	.....	218.03	.....	3,049.81	.....	2,476.82	.....	July 1	Weighed 30 days from Feb. 19, 1889.
146.21	.....	127.40	.....	8,743.35	.....	7,803.25	.....	July 1	Weighed 30 days from Feb. 19, 1889. 1.45 m. decrease.
42.75	.....	42.75	.....	317.63	.....	317.55	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.70 m. decrease.
153.90	.....	136.80	.....	13,293.88	.....	11,805.84	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.08 m. increase.
42.75	.....	42.75	.....	491.19	.....	492.48	.....	July 1	Weighed 30 days from July 2, 1889. 0.03 m. decrease. Service rendered from June 1 to Sept. 30 each year.
42.75	.....	42.75	.....	943.06	.....	940.50	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.06 m. increase.
79.52	.....	78.66	.....	3,036.07	.....	2,766.47	.....	July 1	Weighed 30 days from Feb. 19, 1889. 3.01 m. increase.
65.84	.....	64.13	.....	1,173.92	.....	1,143.43	.....	July 1	Weighed 30 days from Feb. 19, 1889.
77.81	.....	69.26	.....	2,071.30	.....	1,836.77	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.1 m. increase.
51.30	.....	53.87	.....	247.77	.....	260.19	.....	July 1	Weighed 30 days from Feb. 19, 1889.
42.75	.....	42.75	.....	151.33	.....	151.33	.....	July 1	Do.
131.67	.....	121.41	.....	3,726.26	.....	3,574.31	.....	July 1	Weighed 30 days from Feb. 19, 1889. 1.14 m. decrease.
55.58	.....	50.45	.....	848.15	.....	786.51	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.33 m. decrease.
111.15	.....	99.18	.....	10,080.19	.....	9,287.21	.....	July 1	Weighed 30 days from Feb. 19, 1889. 2.95 m. decrease.
49.59	.....	47.03	.....	892.62	.....	846.54	.....	July 1	Weighed 30 days from Feb. 19, 1889.
49.59	.....	44.46	.....	250.42	.....	216.52	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.18 m. increase.
42.75	.....	42.75	.....	636.97	.....	634.83	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.05 m. increase.
153.90	.....	147.06	.....	9,943.47	.....	9,500.07	.....	July 1	Weighed 30 days from Sept. 24, 1888. 0.01 m. increase.
73.53	.....	70.11	.....	1,759.57	.....	1,677.73	.....	July 1	Weighed 30 days from Sept. 24, 1888.
93.20	.....	89.78	.....	3,439.08	.....	3,382.01	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.77 m. decrease.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	NEW YORK—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*	
6007	Dresden, Penn Yan ...	Fall Brook Coal Co....	6.55	77	12	no apt	12
6008	Buffalo, Hornellsville .	New York, Lake Erie and Western R. R.	92.94	8,131	28	apt. 15.4 by 9.2, 2 l. to Attica, 31.25 m.; 1 l. residue, 61.69 m.	35.69
6009	Goshen, Montgomery .	....do	10.49	605	20	apt. 18.2 by 8.10, 1 l ...	12
6010	Goshen, Pine Island..	....do	11.49	160	18	no apt.....	12
6011	New York, Buffalo....	New York Central and Hudson River R. R.	439.52	146,417	28	r. p. o. 60 by 9, 7 l.; 50 by 9, 1 l.; 50 by 9, 1 l. to Syracuse, 290.72 m.	81.30
6012	Troy, Schenectady....	....do	21.35	980	29	no apt.....	21
6013	Syracuse, Rochester..	....do	104.09	6,656	25	r. p. o. 60 by 9, 1 l., (50 feet authorized): apt. 20.6 by 8.10, 1 l.	28.41
6014	Canandaigua, Tonawanda.	....do	87.34	337	23	apt. 5.10 by 6 (av.), 1 l.	6
6015	Tonawanda, Lockport Junction (n. o.).	....do	12.01	1,074	27	no apt.....	24
6016	Buffalo, Lewiston.....	....do	29.73	12,047	28	apt. 14.5 by 6.5 (av.), 1 l. to Tonawanda, 10.42 m.; 1 l. Niagara Falls to Suspension Bridge, 1.81 m.; no apt. residue.	84.49
6017	New York (155th st.), Brewster.	New York and Northern Rwy.	54.72	474	25	apt. 8.4 by 6.10, 2 l	12
6018	Rochester, Niagara Falls.	New York Central and Hudson River R. R.	77.52	4,660	28	apt. 20.3 by 8.10 (av.), 2 l. to Suspension Bridge, 75.60 m.; no apt. residue.	28.59
6019	Dunkirk, N. Y., Titusville, Pa.	Dunkirk, Allegheny Valley and Pittsburgh R. R.	90.27	945	25	apt. 14.6 by 6.9, 1 l	11.39
6020	Albany Junction (n.o.), Troy.	Delaware and Hudson Canal Co.	5.86	4,422	22	no apt.....	28
6021	Vacant.						
6022	New York, Chatham..	New York Central and Hudson River R. R.	127.06	1,741	29	apt. 20.3 by 8.5 (av.), 2 l	17.65
6023	Golden's Bridge, Mahopac.	....do	7.28	58	25	no apt.....	15
6024	Eagle Bridge, N. Y., Rutland, Vt.	Delaware and Hudson Canal Co.	62.90	1,048	25	apt. 18.6 by 6.11 (av.), 1 l. to Castleton Junction 52.25 m.; 2 l. residue, 10.65 m.	14.69
6025	Schenectady, Ballston	....do	15.24	251	30	no apt.....	18
6026	Albany, Mooers.....	....do	188.66	6,907	28	apt. 23 by 7.11, 1 l. to West Chazy, 177.02 m; no apt. residue.	21.61
6027	Cobleskill, Cherry Valley.	....do	22.86	245	22	no apt.....	12

Territories in which the contract term expired June 30, 1889—Continued.

[r., average; l., line or lines; m., miles.]

Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment of re-adjustment.	Remarks.
Dolls.	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
42.75	.....	280.01	.....	268.47	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.27 m. increase.
178.70	.....	18,992.28	.....	16,502.94	.....	July 1	Weighed 60 days from Jan. 15, 1889. 0.59 m. increase.
85.84	.....	717.51	.....	701.19	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.16 m. decrease.
42.75	.....	508.29	.....	516.84	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.20 m. decrease.
1,185.83	390.00	739,180.34	183,041.60	743,351.18	184,040.00	July 1	Weighed 60 days from Jan. 17, 1889. 2.48 m. decrease. 290.72 m. r. p. o. cars at $40 per m. Pay also re-adjusted from Sept. 30, 1888.
74.39	.....	1,807.27	.....	1,645.50	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.77 m. decrease.
161.60	40.00	19,579.32	4,163.60	16,806.40	4,160.00	July 1	Weighed 30 days from Feb. 19, 1889. 0.09 m. increase.
45.32	.....	4,555.65	.....	3,925.61	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.72 m. increase.
84.65	.....	1,057.72	.....	1,046.27	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.35 m. decrease.
212.90	.....	7,320.71	.....	6,276.29	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.25 m. increase.
55.58	.....	3,368.56	.....	3,035.77	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.1 m. increase.
153.90	.....	12,858.24	.....	11,747.18	.....	July 1	Weighed 30 days from Feb. 19, 1889. 1.19 m. increase.
68.40	.....	7,486.99	.....	6,243.55	.....	July 1	Weighed 30 days from Feb. 19, 1889. 1.01 m. decrease.
92.34	.....	951.95	.....	536.49	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.05 m. increase.
105.17	.....	14,883.80	.....	13,775.16	.....	July 1	Weighed 30 days from Feb. 19, 1889. 3.92 m. decrease.
42.75	.....	311.22	.....	320.62	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.22 m. decrease.
80.37	.....	5,485.50	.....	5,053.66	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. increase.
42.75	.....	703.63	.....	649.80	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.04 m. increase.
169.29	.....	35,971.89	.....	31,953.48	.....	July 1	Weighed 60 days from May 8, 1889. 0 09 m. decrease.
43.61	.....	1,036.01	.....	996.92	.....	July 1	Weighed 30 days from Feb. 19, 1889.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	NEW YORK—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*	
6028	Albany, Binghamton..	Delaware and Hudson Canal Co.	143.22	2,936	26	apt. 20 by 9, 1 l.....	28.3
6029	Plattsburgh, Au Sable Forks.	.....do.....	23.51	184	25	no apt.....	6
6030	Quakerstreet, Schenectady.	.....do.....	15.40	92	15	.....do.....	12
6031	Ninevah Junction (n. o.), Jefferson Junction (n. o.).	.....do.....	22.01	436	31	apt. 10 by 6.8, 1 l.....	7.17
6032	Fort Edward, Lake George.	.....do.....	15.51	641	25	no apt.....	25.5
6033	West Chazy, Rouse's Point.	.....do.....	14.88	4,692	28	apt. 23 by 7.11 (av.),11.	13
6034	Oswego, Richland.,...	Rome, Watertown and Ogdensburgh R. R.	29.02	1,375	26	apt. 15.8 by 6.8 (av.),1 l over entire route and 1 l. between Pulaski and Richmond, 4.51 m.	21.9
6035	Watertown, Cape Vincent.	.....do.....	25.77	393	25	no apt.....	15
6036	Rome, Ogdensburgh...	.....do.....	142.27	8,507	24	apt. 22.6 by 6.8 (av.),1 l. to DeKalb Junction, 122.8 m.	19.4
6037	Syracuse, Pulaski.....	.....do.....	38.61	918	26	apt. 8.6 by 6.6, 1 l.....	12
6038	Oswego, Suspension Bridge.	.....do.....	151.12	1,573	25	apt. 17 by 6.11 (av.),2 l.	12
6039	Watertown, Sackett's Harbor.	.....do.....	12.46	203	18	no apt.....	12
6040	Chenango Forks, Norwich.	Delaware, Lackawanna and Western R. R.	30.88	1,375	30	apt. 16.2 by 6.10, 1 l....	19
6041	Utica, Norwich	.....do.....	54.05	1,848	30	apt. 16.2 by 6. 10.1 l....	33.5
6042	Owego, Ithaca	.....do.....	35.63	941	25	apt. 7.8 by 6.9, 1 l.....	6
6043	Richfield Junction (n. o.), Richfield Springs.	.....do.....	22.01	582	30	no apt.....	15
6044	Mineola, Locust Valley.	Long Island R. R.....	11.44	288	24	.....do.....	12
6045	Long Island City, Greenport.	.....do.....	94.71	2,102	28	apt. 16.10 by 7.7 (av.), 4 l. to Hicksville, 25.19 m.; 2 l. residue, 69.52 m.	25.9
6046	Hicksville, Echo	.....do.....	32.46	1,102	25	apt. 14.10 by 8.8, 2 l....	12
6047	Conesus Lake Junction (n. o.), Lakeville.	Conesus Lake R. R....	1.48	40	21	no apt.....	12
6048	Oswego, Cornwall Station (n. o.).	New York, Ontario and Western Rwy.	274.42	1,293	28	apt. 17 by 7, 2 l. to Oneida, 57.98 m.; 1 l. residue, 216.44 m.	16.4
6049	Wellsville, N. Y., Eldred, Pa.	Bradford, Eldred and Cuba R. R.	33.15	440	18	apt. 9.7 by 6.11, 1 l.....	12
6050	Walton, Delhi	New York, Ontario and Western Rwy.	17.95	337	..	no apt.....	19
6051	Clinton, Rome	.....do.....	13.67	124	..	.....do.....	12

nd Territories in which the contract term expired June 30, 1889—Continued.

t; av., average; L., line or lines; m., miles.]

ray per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
olls.	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
....	129.11	------	20, 205. 47	.....	18,491.13	.....	July 1	Weighed 30 days from Feb. 19, 1889.
....	42.75	------	1, 005. 05	.....	1,005.48	.....	July 1	Weighed 60 days from May 8, 1889. 0.01 m. decrease.
....	42.75	------	658. 35	.....	660.91	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.06 m. decrease.
....	46.17	------	1, 298. 59	.....	1,001.88	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.31 m. increase.
....	67.55	------	1, 087. 40	.....	1,077.42	.....	July 1	Weighed 60 days from May 8, 1889. 0.44 m. decrease.
....	151.34	------	2, 468. 14	.....	2,236.80	.....	July 1	Weighed 60 days from May 8, 1889. 0.10 m. increase.
....	87.21	------	2, 927. 82	.....	2,530.83	.....	July 1	Weighed 30 days from Dec. 18, 1888.
....	53.87	------	1, 454. 20	.....	1,388.22	.....	July 1	Do.
....	131.67	------	21, 287. 86	.....	18,732.69	.....	July 1	Do.
....	72.68	------	3, 136. 29	.....	2,806.17	.....	July 1	Do.
....	94.05	------	16, 538. 57	.....	14,213.77	.....	July 1	Weighed 30 days from Dec. 18, 1888. 0.01 m. decrease.
.....	42.75	------	532. 66	.....	535.23	.....	July 1	Weighed 30 days from Dec. 18, 1888 0.06 m. decrease.
.....	86.36	------	3, 065. 03	.....	2,617.57	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.07 m. increase.
.....	95.76	------	6, 562. 21	.....	5,170.08	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.06 m. increase.
.....	68.40	------	2, 955. 15	.....	2,401.52	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.52 m. increase.
.....	64.13	------	1, 486. 77	.....	1,414.70	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.05 m. decrease.
.....	45.32	------	557. 58	.....	524.35	.....	July 1	Weighed 60 days from May 8, 1889. 0.13 m. decrease.
.....	110.30	------	12, 228. 00	.....	10,503.86	.....	July 1	Weighed 60 days from May 8, 1889. 0.52 m. decrease.
.....	72.68	------	2, 914. 25	.....	2,376.63	.....	July 1	Weighed 60 days from May 8, 1889. 0.24 m. decrease.
.....	42.75	------	63. 27	.....	81.22	.....	July 1	Weighed 30 days from Feb. 19, 1889, 0.42 m. decrease.
.....	71.82	------	26, 747. 71	.....	19,693.04	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.22 m. increase.
.....	53.01	------	1, 984. 02	.....	1,758.87	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.03 m. decrease.
.....	45.32	------	936. 27	.....	783.58	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.66 m. increase.
.....	42.75	------	584. 39	.....	563.87	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.48 m. increase.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	NEW YORK—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*	
6052	Moira, Brandon	Northern Adirondack R. R.	34.87	115	..	no apt	2.19
6053	Rouse's Point, Ogdensburgh.	Central Vermont R. R.	119.19	1,460	.	apt. 20 by 6, 1 l	15
6054	Chatham, N. Y., Bennington, Vt.	Lebanon Springs R. R.	57.62	476	23	apt. 14 by 7, 1 l	12
6055	Schoharie, Middleburgh.	Middleburgh and Schoharie R. R.	6.50	237	20	no apt	18
6056	Schoharie Junction (n. o.), Schoharie.	Schoharie Valley R. R.	4.95	404	20	do	18
6057	Utica, Randallsville	New York, Ontario and Western Rwy.	31.40	899	28	apt. 17.7 by 7.2 (av.), 2 l. to Bouckville, 23.84 m.; 1 l. residue.	10.53
6058	Buffalo, N. Y., Emporium, Pa.	Western New York and Pennsylvania R. R.	121.35	1,680	25	apt. 19.6 by 9.11.2 l. bet. Hinsdale and Olean, 6.96 m.; 1 l. residue.	14.06
6059	Pay not adjusted.						
6060	Hart Lot, Skaneateles.	Skaneateles R. R.	5.18	228	20	no apt	18
6061	Buffalo, N. Y., Corry, Pa.	Western New York and Pennsylvania R. R.	93.62	1,558	24	apt. 18.9 by 8.8 (av.) 1 l.	19
6062	New York (foot Whitehall st.), Mariner's Harbor.	Staten Island Rapid Transit R. R.	9.80	1,676	20	apt. 6 by 7, 4 l. to St. George (n. o.), 5 m. no apt. residue	30
6063	Canandaigua, Elmira	Northern Central Rwy	69.99	3,623	27	apt. 15 by 9.6, 1 l	19
6064	Syracuse, Oswego	Delaware, Lackawanna and Western R. R.	35.62	3,984	30	apt. 20.10 by 9.5, 2 l	31
6065	Syracuse, Binghamton.	do	80.79	3,083	30	apt. 18.6 by 8.1 (av.), 2 l. to Chenango Forks, 68.91 m.; 3 l. residue.	25.38
6066	Rouse's Point, Canada Line (n. o.).	Champlain and St. Lawrence R. R.	1.60	2,202	..	no apt	13
6067	Vacant						
6068	St. George (n. o.), Tottenville.	Staten Island Rapid Transit R. R.	15.45	407	20	no apt	30
6069	Hudson, Chatham	Boston and Albany R. R.	17.53	173	23	do	18
6070	Silver Springs, Perry	Silver Lake Rwy	7.30	283	21	do	12
6071	Syracuse, Earlville	Syracuse, Ontario and New York Rwy.	44.52	380	25	apt. 9 by 6.8, 1 l	11.63
6072	Lyons, N. Y., Sayre, Pa.	Lehigh Valley R. R.	92.16	1,118	26	apt. 15.9 by 8.8, 1 l	8.48
6073	Rondout, Hobart	Ulster and Delaware R. R.	78.35	1,380	..	apt. 20 by 8.6, 2 l. to Stamford, 74.12 m.	12
6074	Vail's Gate Junction (n. o.), Newburgh Junction (n. o.).	New York, Lake Erie and Western R. R.	12.69	3,256	30	no apt	21.19
6075	Elmira, Cortland	Elmira, Cortland and Northern R. R.	71.01	963	26	apt. 16 by 9, 1 l	10.42

and Territories in which the contract term expired June 30, 1889—Continued.

t; l., line or lines; m., miles.]

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
.....	42. 75	.....	1, 490. 69	.....	1, 488. 12	.....	July 1	Weighed 60 days from May 8, 1889. 0.06 m. increase. Pay also adjusted on 22.38 m., extension from St. Regis Falls to Brandon, from April 23, 1888.
.....	101. 75	.....	12, 585. 21	.....	12, 124. 53	.....	July 1	Weighed 60 days from May 8, 1889. 0.03 m. increase.
.....	53. 01	.....	8, 596. 64	.....	8, 053. 37	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. increase.
.....	42. 75	.....	294. 58	.....	254. 36	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.55 m. increase.
.....	55. 58	.....	283. 58	.....	250. 11	.....	July 1	Weighed 30 days from Feb. 19, 1889.
.....	70. 97	.....	2, 523. 61	.....	2, 221. 36	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. increase.
.....	106. 62	.....	13, 903. 06	.....	12, 867. 64	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. increase.
.....	47. 03	.....	230. 30	.....	243. 61	.....	July 1	Weighed 30 days from Feb. 19, 1889.
.....	98. 33	.....	10, 166. 19	.....	9, 254. 81	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.5 m. decrease.
.....	102. 60	.....	1, 114. 45	.....	1, 003. 42	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. increase.
.....	133. 38	.....	10, 592. 28	.....	9, 335. 26	.....	July 1	Weighed 30 days from Feb. 19, 1889.
.....	134. 24	.....	5, 573. 40	.....	4, 781. 62	.....	July 1	Do.
.....	123. 12	.....	11, 604. 67	.....	9, 886. 53	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.49 m. increase.
.....	138. 51	.....	232. 56	.....	236. 85	.....	July 1	Weighed 60 days from May 8, 1889. 0.11 m. decrease.
.....	.....	.....	.....	.....	.....	.....	.....	Covered by route No. 3021.
9	50. 45	.....	885. 13	.....	770. 87	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.17 m. increase.
5	42. 75	.....	749. 40	.....	767. 79	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.43 m. decrease.
88	42. 75	.....	349. 52	.....	312. 50	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. decrease.
68	53. 01	.....	2, 474. 42	.....	2, 348. 34	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.22 m. increase.
78	78. 66	.....	8, 274. 12	.....	7, 282. 34	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.42 m. decrease.
.75	94. 05	.....	7, 972. 11	.....	7, 369. 75	.....	July 1	Weighed 60 days from May 8, 1889. 0.01 m. decrease.
35	45. 32	.....	1, 831. 41	.....	571. 03	.....	July 1	Weighed 30 days from Feb. 19, 1889.
94	82. 08	.....	5, 889. 56	.....	5, 820. 29	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.1 m. increase.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	NEW YORK—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*	
6076	Freeville, Auburn.....	Ithaca, Auburn and Western Rwy.	40.00	229	20	apt. 7.2 by 6.6, 1 l.....	6
6077	Saratoga Springs, Schuylersville.	Boston, Hoosac Tunnel and Western Rwy.	12.97	213	24	no apt.....	12
6078	Port Jervis, Monticello	Port Jervis, Monticello and New York R. R.	24.56	227	25	.....do	6
6079	Poughkeepsie, Boston Corner.	New York and Massachusetts Rwy.	37.11	253	20	apt. 9 by 6.11, 1 l	7.14
6080	Canastota, Cortland ..	Elmira, Cortland and Northern R. R.	49.27	1,052	26	apt. 16 by 9, 1 l.....	8.92
6081	Fonda, Northville	Fonda, Johnstown and Gloversville R. R.	26.82	844	20	apt. 11.1 by 7.2 (av.), 2 l.	16.49
6082	Johnsonville, Greenwich.	Greenwich and Johnsonville Rwy.	15.19	286	30	no apt	18
6083	Montgomery, Kingston.	Wallkill Valley R. R..	34.20	588	26	apt. 18.2 by 8.10, 1 l.....	10.95
6084	Sayer, Pa., North Fair Haven, N. Y.	Lehigh Valley R. R....	118.12	1,449	25	apt. 12.10 by 6.8 (av.), 2 l. to Auburn, 86.42 m.; 1 l. residue.	16.24
6085	Dutchess Junction, Millerton.	Newburgh, Dutchess and Connecticut R. R.	58.17	670	25	apt. 12 by 6.6, 1 l.....	8.27
6086	Cooperstown, Cooperstown Junction (n. o.)	Cooperstown and Charlotte Valley R. R.	16.53	485	..	no apt.....	12
6087	Utica, Watertown	Rome, Watertown and Ogdensburgh R. R.	91.72	3,316	24	apt. 20.7 by 7.2, 2 l. to Carthage, 74.10 m.; 1 l. residue, 17.62 m.	18
6088	Carthage, Ogdensburgh.	.....do	60.81	1,883	25	apt. 20.7 by 7.2, 1 l	12
6089	Cayuga, Ithaca	Lehigh Valley R. R....	38.96	451	25	apt. 10.4 by 7, 1 l	9.93
6090	Sodus Point, Stanley..	Northern Central Rwy.	33.89	210	25	apt. 8 by 6, 1 l.....	8.92
6091	Buffalo, Jamestown...	New York, Lake Erie and Western R. R.	69.21	1,239	28	apt. 16 by 9, 1 l.....	13.5
6092	Middletown, Pine Bush.	New York, Lake Erie and Western R. R.	13.73	153	15	no apt	12
6093	Long Island City, Sag Harbor.	Long Island R. R.....	98.93	1,868	..	apt. 15.8 by 7.1 (av.), 3 l. to Babylon, 36.49 m.; 2 l. residue, 62.44 m.	19.38
6094	Long Island City, Whitestone.	.....do	11.36	846	..	apt. 14.8 by 6.8, 3 l. to Whitestone Junction, 8.92 m.	39.81
6095	Saratoga Springs, North Creek.	Adirondack Rwy	58.55	703	.	apt. 12 by 6.6, 1 l.....	8.27
6096	Bath, Hammondsport	Bath and Hammondsport R. R.	9.60	288	18	no apt	18
6097	Silver Lake Junc., (n. o.), Silver Springs.	Buffalo, Rochester, and Pittsburgh Rwy.	1.12	330	15	.....do	12
6098	Whitehall, N. Y., Castleton, Vt.	Delaware and Hudson Canal Co.	14.38	2,027	30	apt. 23 by 7.11 (av.), 1 l	12
6099	Crown Point, Hammondsville.	Crown Point Iron Company's R. R.	11.95	67	12	no apt	12

ates and Territories in which the contract term expired June 30, 1889—Continued.

artment; av., average; l., line or lines; m., miles.]

...num for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
lls.	*Dolls.*	*Dolls*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
4.46	.....	42.75	.....	1,778.40	.....	1,686.91	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.54 m. increase.
1.61	.....	42.75	.....	565.62	.....	556.60	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.05 m. decrease.
.46	.....	42.75	.....	1,091.93	.....	1,055.92	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.14 m. decrease.
17	.....	42.75	.....	1,713.36	.....	1,629.20	.....	July 1	Weighed 30 days from Feb. 19, 1889. 1 m. decrease.
21	.....	82.08	.....	4,206.83	.....	4,044.08	.....	July 1	Weighed 30 days from Feb. 19, 1889.
8	.....	76.16	.....	2,109.66	.....	2,056.98	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.21 m. decrease.
74	.....	42.75	.....	746.36	.....	655.78	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.15 m. decrease.
55	.....	59.00	.....	2,310.21	.....	2,013.08	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.08 m. increase.
31	.....	74.39	.....	12,321.09	.....	8,786.20	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. increase.
97	.....	60.71	.....	4,128.32	.....	3,520.57	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.18 m. increase.
42	.....	56.43	.....	1,031.80	.....	931.09	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.03 m. increase.
21	.....	141.93	.....	13,410.38	.....	13,624.91	.....	July 1	Weighed 30 days from Dec. 18, 1888. 0.05 m. decrease.
12	.....	104.31	.....	7,486.92	.....	6,338.91	.....	July 1	Weighed 30 days from Dec. 18, 1888. 0.04 m. increase.
.85	.....	57.29	.....	2,331.75	.....	2,232.59	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. decrease.
.75	.....	42.75	.....	1,448.79	.....	1,432.12	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.39 m. increase.
.91	.....	74.39	.....	6,568.72	.....	5,150.76	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.03 m. decrease.
1.75	.....	42.75	.....	586.95	.....	587.38	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. decrease.
2.27	.....	90.63	.....	12,696.17	.....	9,076.59	.....	July 1	Weighed 60 days from May 8, 1889. 1.22 m. decrease.
8.66	.....	66.69	.....	893.57	.....	757.59	.....	July 1	Weighed 60 days from May 8, 1889.
73.68	.....	76.95	.....	4,255.41	.....	4,518.50	.....	July 1	Weighed 60 days from May 8, 1889. 0.17 m. decrease.
48.74	.....	47.63	.....	467.90	.....	442.08	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.20 m. decrease.
51.30	.....	47.88	.....	57.45	.....	54.58	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. decrease.
128.25	.....	82.08	.....	1,844.23	.....	1,177.84	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.03 m. increase.
42.75	.....	42.75	.....	510.86	.....	510.86	.....	July 1	Weighed 30 days from Feb. 19, 1889.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	NEW YORK—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*	
6100	Valley Stream, Far Rockaway.	Long Island R. R.	5.48	262	..	no apt	18
6101	Sidney, Edmeston	New York, Ontario, and Western Rwy.	33.29	392	20	apt. 14 by 6.10, 1 l.	12
6102	Rochester, Salamanca.	Buffalo, Rochester and Pittsburgh Rwy.	109.19	931	30	apt. 9 by 5, 1 l	17.12
6103	Corning, Geneva	Fall Brook Coal Co	58.34	822	25	apt. 15 by 9, 1 l.	12.53
6104	New City, Nannet Junction (n. o.).	New Jersey and New York R. R.	4.59	58	20	no apt	15
6105	Plattsburgh, Saranac Lake.	Chateaugay R. R	73.73	609	..	apt. 16.4 by 5.10, 1 l.	11.43
6106	Albany, Troy	New York Central and Hudson River R. R.	7.23	8,721	21	no apt	24.04
6107	Mechanicsville, Reynolds.	Boston, Hoosac Tunnel and Western Rwy.	4.75	18	18	do	6
6108	Vacant.						
6109	New Rochelle, West Chester.	New York, New Haven and Hartford R. R.	6.41	274	30	no apt	27
6110	DeKalb Junction, Norwood.	Rome, Watertown and Ogdensburgh R. R.	25.48	1,372	25	apt. 22.6 by 6.8 (av.). 1 l.	15
6111	Mineola, Hempstead	Long Island R. R.	3.43	188	..	no apt	21
6112	Stewart Junction (n. o.), Babylon.	do	21.03	571	..	do	9
6113	Summitville, Ellenville.	New York, Ontario and Western Rwy.	8.66	316	24	do	18
6114	Clove Branch Junction, Clove Valley.	Clove Branch R. R.	8.10	72	10	do	6
6115	Theresa Junction (n. o.), Clayton.	Rome, Watertown and Ogdensburgh R. R.	16.23	222	24	do	12
6116	Hoosac Junction (n. o.), State Line (n. o.)	Fitchburg R. R	5.04	4,315	21	apt. 22 by 7.7 (av.), 2 l.	25
6117	Manor Junction (n. o.), Eastport Junction (n. o.).	Long Island R. R.	5.43	49	..	no apt	6
6118	Phœnicia, Hunter	Stoney Clove and Catskill Mountain R. R.	14.83	320	..	do	12
6119	Herkimer, Poland	Herkimer, Newport and Poland Narrow Gauge Rwy.	17.04	281	15	do	18

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
141.08	.....	129.11	.....	20,205.47	.....	18,491.13	.....	July 1	Weighed 30 days from Feb. 19, 1889.
42.75	.....	42.75	.....	1,005.05	.....	1,005.48	.....	July 1	Weighed 60 days from May 8, 1889. 0.01 m. decrease.
42.75	.....	42.75	.....	658.85	.....	660.91	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.06 m. decrease.
58.00	.....	46.17	.....	1,298.59	.....	1,001.88	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.31 m. increase.
70.11	.....	67.55	.....	1,087.40	.....	1,077.42	.....	July 1	Weighed 60 days from May 8, 1889. 0.44 m. decrease.
165.87	.....	151.34	.....	2,468.14	.....	2,236.80	.....	July 1	Weighed 60 days from May 8, 1889. 0.10 m. increase.
100.89	.....	87.21	.....	2,927.82	.....	2,530.83	.....	July 1	Weighed 30 days from Dec. 18, 1888.
56.43	.....	53.87	.....	1,454.20	.....	1,388.22	.....	July 1	Do.
149.63	.....	131.67	.....	21,287.86	.....	18,732.69	.....	July 1	Do.
81.23	.....	72.68	.....	3,136.29	.....	2,806.17	.....	July 1	Do.
109.44	.....	94.05	.....	16,538.57	.....	14,213.77	.....	July 1	Weighed 30 days from Dec. 18, 1888. 0.01 m. decrease.
42.75	.....	42.75	.....	532.66	.....	535.23	.....	July 1	Weighed 30 days from Dec. 18, 1888 0.06 m. decrease.
100.89	.....	86.36	.....	3,065.03	.....	2,617.57	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.07 m. increase.
121.41	.....	95.76	.....	6,562.21	.....	5,170.08	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.06 m. increase.
82.94	.....	66.40	.....	2,955.15	.....	2,401.52	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.52 m. increase.
67.55	.....	64.13	.....	1,486.77	.....	1,414.79	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.05 m. decrease.
48.74	.....	45.32	.....	557.58	.....	524.35	.....	July 1	Weighed 60 days from May 8, 1889. 0.15 m. decrease.
129.11	.....	110.30	.....	12,228.00	.....	10,503.86	.....	July 1	Weighed 60 days from May 8, 1889. 0.52 m. decrease.
80.78	.....	72.68	.....	2,914.25	.....	2,376.63	.....	July 1	Weighed 60 days from May 8, 1889. 0.24 m. decrease.
42.75	.....	42.75	.....	68.27	.....	81.22	.....	July 1	Weighed 30 days from Feb. 19, 1889, 0.42 m. decrease.
97.47	.....	71.82	.....	26,747.71	.....	19,693.04	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.22 m. increase.
59.85	.....	58.01	.....	1,964.02	.....	1,758.87	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.03 m. decrease.
52.16	.....	45.32	.....	936.27	.....	783.58	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.66 m. increase.
42.75	.....	42.75	.....	584.39	.....	563.87	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.48 m. increase.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	NEW YORK—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*	
6120	Whitestone Junction (n. o.), Thomaston.	Long Island R. R.....	7.26	423	..	apt. 14.8 by 6.8, 3 l.....	18
6121	Mechanicsville, Schuylersville Junction (n. o.).	Boston, Hoosac Tunnel and Western Rwy.	15.05	298	24	no apt	12
6122	Addison, N. Y., Galeton, Pa.	Addison and Pennsylvania Rwy.	46.56	618	15	apt. 11.10 by 6.10, 1 l...	12.97
6123	Rochester, Hinsdale..	Western New York and Pennsylvania R. R.	101.75	571	23	apt. 15.6 by 8.9, 1 l.....	7.46
6124	Brooklyn, Jamaica...	Long Island R. R....	9.58	469	..	no apt.....	42
6125	Hopewell Junction, Wicopee Junction (n. o.).	New York and New England R. R.	11.37	3,518	27	.....do	9.5
6126	Buffalo, Black Rock (n. o.), N. Y.	Grand Trunk Rwy Co. of Canada.	4.59	210	15	.....do	9
6127	Bradford Junction (n. o.), N. Y., Punxsutawney, Pa.	Buffalo, Rochester and Pittsburgh Rwy.	119.31	486	30	apt. 9 by 5, 1 l.....	12
6128	Hayt's Corners, Willard.	Lehigh Valley R. R...	5.70	151	12	no apt.....	16.11
6129	New York (foot 42d st.), Albany.	New York Central and Hudson River R. R.	142.87	2,206	26	apt. 21 by 9, 2 l.....	21.71
6130	Buffalo (Exchange St. Station) West.	Buffalo, Rochester and Pittsburgh Rwy.	45.18	533	30	apt. 15 by 9, 1 l.....	12
6131	Kaaterskill Junction (n. o.), Kaaterskill.	Kaaterskill R. R	8.00	221	..	no apt	12.5
6132	Vacant.....	.....	.....	.....	..	.....	.....
6133	Hatfield, Norwood	Rome, Watertown and Ogdensburgh R. R.	13.54	152	26	no apt	12
6134	Harrisville, Carthage .	Carthage and Adirondack Rwy.	21.71	164	18	.....do	12
6135	Jamestown, Mayville.	Chautauqua Lake Rwy.	25.74	210	..	.....do	12
6136	Windsor Beach (n. o.), Rochester.	Rome, Watertown and Ogdensburgh R. R.	8.30	830	24	.....do	34.5
6137	Cornwall Junction (n. o.), New York (foot Jay st.).	New York, Ontario and Western Rwy.	57.57	1,741	90	apt. 16.2 by 7.2 (av.), 1 l.	13
6138	Fulton, Woodard Junction (n. o.).	Rome, Watertown and Ogdensburgh R. R.	17.43	109	34	no apt.....	12
	NEW JERSEY						
7001	New York., N. Y, Easton, Pa.	Central R. R. Co. of New Jersey.	74.20	4,041	25	apt. 23.9 by 8.2 (av.), 5 l. to Elizabethport (n. o.), 2 l. residue.	25.72

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment,	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
42.75	.....	42.75	.....	1,490.69	.....	1,488.12	.....	July 1	Weighed 60 days from May 8, 1889. 0.06 m. increase. Pay also adjusted on 22.38 m., extension from St. Regis Falls to Brandon, from April 23, 1888.
106.17	.....	101.75	.....	12,535.21	.....	12,124.53	.....	July 1	Weighed 60 days from May 8, 1889. 0.03 m. increase.
62.42	.....	53.01	.....	3,596.64	.....	3,053.37	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. increase.
45.32	.....	42.75	.....	294.58	.....	254.36	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.55 m. increase.
57.29	.....	55.58	.....	283.58	.....	250.11	.....	July 1	Weighed 30 days from Feb. 19, 1889.
80.37	.....	70.97	.....	2,523.61	.....	2,221.36	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. increase.
114.57	.....	106.02	.....	13,903.06	.....	12,867.64	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. increase.
44.46	.....	47.03	.....	230.30	.....	243.61	.....	July 1	Weighed 30 days from Feb. 19, 1889.
108.59	.....	98.33	.....	10,166.19	.....	9,254.81	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.5 m. decrease.
113.72	.....	102.60	.....	1,114.45	.....	1,003.42	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. increase.
151.34	.....	133.38	.....	10,592.28	.....	9,335.26	.....	July 1	Weighed 30 days from Feb. 19, 1889.
156.47	.....	134.24	.....	5,573.46	.....	4,781.62	.....	July 1	Do.
143.64	.....	123.12	.....	11,604.67	.....	9,886.53	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.49 m. increase.
145.35	.....	138.51	.....	232.56	.....	236.85	.....	July 1	Weighed 60 days from May 8, 1889. 0.11 m. decrease.
.....	.....	.....	.....	.....	.....	.....	.....	.....	Covered by route No. 3021.
57.29	.....	50.45	.....	885.13	.....	770.87	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.17 m. increase.
42.75	.....	42.75	.....	749.40	.....	767.79	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.43 m. decrease.
47.88	.....	42.75	.....	349.52	.....	312.50	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. decrease.
55.68	.....	53.01	.....	2,474.42	.....	2,348.34	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.22 m. increase.
89.78	.....	78.66	.....	8,274.12	.....	7,282.34	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.42 m. decrease.
101.75	.....	94.05	.....	7,972.11	.....	7,369.75	.....	July 1	Weighed 60 days from May 8, 1889. 0.01 m. decrease.
145.35	.....	45.32	.....	1,831.41	.....	571.03	.....	July 1	Weighed 30 days from Feb. 19, 1889.
82.94	.....	82.08	.....	5,889.56	.....	5,820.29	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.1 m. increase.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	NEW JERSEY—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*	
7002	Somerville, Flemington.	Central R. R. Co. of New Jersey.	15.91	261	25	no apt	21
7003	Elizabethport, (n. o.), Bayhead Junction (n. o.).	....do	50.21	5,845	30	apt. 27.5 by 8.2 (av.), 3 l. to Long Branch, 34.57 m.; 4 l. thence to Manasquan, 12.56 m; 3 l. to Point Pleasant, 1.99 m.	32.31
7004	New York, N. Y., and Philadelphia, Pa.	Pennsylvania R. R.	90.63	201,813	...	r. p. o. 60 by 8.7, 9 l.; 40 by 8.7, 1 l.	183.8
7005	Camden, South Amboy.	....do	61.20	1,354	...	apt. 15 by 6.8, 2 l.	18.42
7006	Camden, Pemberton...	....do	25.65	1,193	24	apt. 15 by 8.6, 1 l.	34.56
7007	Burlington, Lumberton.	....do	10.35	134	30	no apt	27.94
7008	Trenton, Manunka Chunk (n. o.).	....do	67.80	1,949	30	apt. 15.6 by 8.3, 1 l.	30.36
7009	Lambertville, Flemington.	....do	12.47	218	20	no apt	18
7010	East Millstone, New Brunswick.	....do	8.49	120	20	....do	12
7011	Rocky Hill, Monmouth Junction.	....do	6.82	115	14	....do	12
7012	Kinkora, Juliustown..	....do	9.80	147	24	....do	12
7013	Hoboken, N. J., Easton, Pa.	Delaware, Lackawanna and Western R. R.	84.28	3,283	26	apt. 16 by 8.11 (av.), 2 l. to Denville, 36.34 m.; 3 l. thence to Hackettstown, 23.79 m.; 2 l. thence to Washington, 9.78 m.; 1 l. residue, 14.37 m.	37.97
7014	Dover, Chester.....	....do	14.05	164	22	no apt	12
7015	Philadelphia, Pa., Atlantic City, N. J.	Camden and Atlantic R. R.	59.59	1,582	27	apt. 23.4 by 6.8 and 15.1 by 8.2, 2 l.	28.08
7016	Hopping (n. o.), Atlantic Highlands.	Central R. R. Co. of New Jersey.	3.20	77	15	no apt	12
7017	Jersey City, N. J., Nyack, N. Y.	Northern R. R. Co. of New Jersey.	28.58	843	25	apt. 7.10 by 7, 2 l.	27.30
7018	Easton, Pa., Metuchen Station (n. o.), N. J.	Lehigh Valley R. R.	54.20	4,933	40	apt. 21.8 by 9.4 (av.), 1 l.	54.29
7019	Newfield, Atlantic City	West Jersey R. R.	34.58	156	35	no apt	12
7020	Pleasantville, Somers Point.	....do	7.45	70	20	....do	12
7021	Elmer, Salem	....do	17.71	302	19	....do	16.95

d Territories **in which the contract term expired** *June* 30, 1889—Continued.

; av., average; l., line or lines; m., miles.]

...um for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
...ls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
....	43.61	.....	748.24	.....	698.19	.....	July 1	Weighed 60 days from Feb. 19, 1889. 0.10 m decrease.
....	170.15	.....	9,015.20	.....	8,539.82	.....	July 1	Weighed 30 days from May 8, 1889. 0.02 m. increase.
5.00	1,574.91	425.00	206,119.80	38,517.75	143,143.56	38,628.25	1888. Oct. 8	Weighed 60 days from Jan. 15, 1889. 0.26 m. decrease. Pay not fixed on 1 l. 60 by 8.7.
....	83.79	.....	6,122.44	.....	5,625.03	.....	1889. July 1	Weighed 30 days from Feb. 19, 1889. 7.52 m. increase. Covers route 7047 from July 1, 1889.
....	64.98	.....	2,390.58	.....	1,666.09	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. increase.
....	42.75	.....	442.46	.....	445.45	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.07 m. decrease.
....	88.92	.....	8,521.78	.....	6,028.77	.....	July 1	Weighed 30 days from Feb. 19, 1889.
....	42.75	.....	543.81	.....	532.66	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. increase.
....	42.75	.....	362.94	.....	365.94	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.07 m. decrease.
....	42.75	.....	291.55	.....	287.28	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.10 m. increase.
....	42.75	.....	418.95	.....	421.94	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.07 m. decrease.
....	145.35	.....	12,322.57	.....	12,244.28	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.04 m. increase.
5	42.75	.....	600.63	.....	600.63	.....	July 1	Weighed 30 days from Feb. 19, 1889.
0	75.24	.....	6,572.77	.....	4,478.28	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.07 m. increase.
75	42.75	.....	136.80	.....	132.52	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.1 m. increase.
86	67.55	.....	2,248.10	.....	1,931.25	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. decrease.
29	141.08	.....	9,175.51	.....	7,646.53	.....	July 1	Weighed 30 days from Feb. 19, 1889.
75	42.75	.....	1,478.29	.....	1,486.85	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.13 m. decrease.
75	42.75	.....	318.48	.....	312.50	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.14 m. increase.
50	42.61	.....	878.23	.....	756.63	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.36 m. increase.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	NEW JERSEY—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*	
7022	Woodbury, Riddleton Junction (n. o.)	West Jersey R. R....	22.19	426	27	no apt.....	21.51
7023	Monmouth Junction, Sea Girt.	Pennsylvania R. R....	83.57	541	26	apt. 15 by 8.8, 1 l.....	12.25
7024	Jersey City, N. J., Haverstraw, N. Y.	New Jersey and New York R. R.	41.79	500	27	apt. 6.8 by 8, 1 l.....	18
7025	Waterloo, Franklin Furnace.	Delaware, Lackawanna and Western R. R.	23.49	494	22	apt. 5.8 by 8.10, 2 l. to Newton, 11 m.; 1 l. thence to Branchville Junction, 3.30 m.; no apt. residue.	13.72
7026	Highland, Whiting....	Central R. R. Co. of New Jersey.	41.78	671	27	apt. 8.3 by 6.9, 1 l. Estonton to Whiting, 30.3 m.; no apt. residue.	16.76
7027	Newark, Mont Clair..	Delaware, Lackawanna and Western R. R.	6.60	515	21	no apt	21
7028	Hoboken, Denville....	.....do	34.39	4,925	23	apt. 20 by 9, 1 l	23.44
7029	Whiting, Atsion.	Central R. R. Co. of New Jersey.	24.35	277	32	apt. 8.3 by 6.9, 1 l	6
7030	Newark, Paterson.....	New York, Lake Erie and Western R. R.	11.40	281	24	no apt	27
7031	Atsion, Bridgeton.....	Central R. R. Co. of New Jersey.	37.67	230	24	apt. 8.3 by 6.9, 1 l	6
7032	Whiting, Tuckerton..	Tuckerton R. R.	29.36	342	30	apt. 8 by 7, 2 l	12
7033	Bridgeton, Port Norris	Central R. R. Co. of New Jersey.	16.84	509	21	apt. 16.9 by 8.2 (av.), 1 l.	13
7034	Jersey City, N. J., Greenwood Lake, N. Y.	New York and Greenwood Lake Rwy.	48.37	468	..	apt. 10 by 7, 1 l	15.84
7035	Atko, Glassborough...	Williamstown and Delaware River R. R.	17.81	174	17	no apt	12.87
7036	Summit, Bernardsville	Delaware, Lackawanna and Western R. R.	14.68	179	25	.....do	15
7037	Jersey City, N. J., Middletown, N. Y.	New York, Susquehanna and Western R. R.	80.50	817	26	apt. 14 by 6.5, 1 l.....	17.31
7038	Rahway, Perth Amboy.	Pennsylvania R. R....	7.45	593	20	no apt.....	26.95
7039	Woodbury, Penn's Grove.	Delaware River R. R..	20.31	251	20	.....do	15
7040	High Bridge, Rockaway.	Central R. R. Co. of New Jersey.	30.69	117	23	apt. 7.6 by 6.9, 1 l.....	6
7041	Camden, Cape May....	West Jersey R. R.....	82.17	2,185	30	apt. 17.2 by 8.1 (av.), 4 l. to Glassborough, 17.99 m.; 2 l. residue, 64.18 m.	38.79
7042	Beach Haven, Manahawkin.	Pennsylvania R. R....	12.48	37	25	no apt.....	6
7043	Matawan Station (n. o.), Freehold.	Freehold and New York R. R.	12.72	412	25	.....do	30

States and Territories in which the contract term expired June 30, 1889—Continued.

partment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
58.14		48.74		1,290.12		1,082.51		July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. decrease.
63.84		63.27		2,210.24		1,779.77		July 1	Weighed 30 days from Feb. 19, 1889. 5.44 m. increase.
64.13		54.72		2,679.99		2,304.66		July 1	Weighed 30 days from Feb. 19, 1889. 0.13 m. increase. Pay not fixed on 2.66 m. extension from Garnerville to Haverstraw, from Jan. 16, 1888.
63.27		52.16		1,486.21		1,225.23		July 1	Weighed 30 days from Feb. 19, 1889.
70.97		61.56		2,965.12		2,599.06		July 1	Weighed 30 days from Feb. 19, 1889. 0.44 m. decrease.
64.13		58.87		423.25		355.54		July 1	Weighed 30 days from Feb. 19, 1889.
169.29		140.22		5,806.64		4,809.54		July 1	Do
47.88		42.75		1,165.87		1,046.09		July 1	Weighed 30 days from Feb. 19, 1889. 0.12 m. decrease.
47.88		42.75		545.83		486.07		July 1	Weighed 30 days from Feb. 19, 1889. 0.03 m. increase.
44.46		42.75		1,674.80		1,616.37		July 1	Weighed 30 days from Feb. 19, 1889. 0.14 m. decrease.
52.16		48.74		1,531.41		1,447.57		July 1	Weighed 30 days from Feb. 19, 1889. 0.34 m. decrease.
64.13		45.32		1,079.94		965.31		July 1	Weighed 30 days from Feb. 19, 1889. 4.46 m. decrease.
61.56		46.17		2,977.65		2,375.90		July 1	Weighed 30 days from Feb. 19, 1889. 3.09 m. decrease.
42.75		42.75		761.37		757.10		July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. increase.
42.75		42.75		627.57		627.57		July 1	Weighed 30 days from Feb. 19, 1889.
76.95		77.81		6,887.02		6,878.40		July 1	Weighed 30 days from Feb. 19, 1889. 1.1 m. increase.
64.13		60.71		477.76		460.18		July 1	Weighed 30 days from Feb. 19, 1889. 0.13 m. decrease.
46.17		42.75		937.71		896.46		July 1	Weighed 30 days from Feb. 19, 1889. 0.66 m. decrease.
42.75		42.75		1,311.99		1,314.99		July 1	Weighed 30 days from Feb. 19, 1889. 0.07 m. decrease.
130.82		86.36		10,749.47		7,097.92		July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. decrease.
42.75		42.75		533.52		514.28		July 1	Weighed 30 days from Feb. 19, 1889. 0.45 m. increase.
57.29		52.16		728.72		663.47		July 1	Weighed 30 days from Feb. 19, 1889.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	NEW YORK—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*	
6120	Whitestone Junction (n. o.), Thomaston.	Long Island R. R.....	7.26	423	..	apt. 14.8 by 6.8, 3 l.....	18
6121	Mechanicsville, Schuylerville Junction (n. o.).	Boston, Hoosac Tunnel and Western Rwy.	15.05	298	24	no apt	12
6122	Addison, N. Y., Galeton, Pa.	Addison and Pennsylvania Rwy.	46.56	618	15	apt. 11.10 by 6.10, 1 l...	12.97
6123	Rochester, Hinsdale..	Western New York and Pennsylvania R. R.	101.75	571	23	apt. 15.6 by 8.9, 1 l.....	7.49
6124	Brooklyn, Jamaica...	Long Island R. R....	9.58	469	..	no apt.....	42
6125	Hopewell Junction, Wicopee Junction (n. o.).	New York and New England R. R.	11.37	3,518	27	.....do	9.5
6126	Buffalo, Black Rock (n. o.), N. Y.	Grand Trunk Rwy Co. of Canada.	4.59	210	15	.....do	9
6127	Bradford Junction (n. o.), N. Y., Punxsutawney, Pa.	Buffalo, Rochester and Pittsburgh Rwy.	119.31	486	30	apt. 9 by 5, 1 l.....	12
6128	Hayt's Corners, Willard.	Lehigh Valley R. R...	5.70	151	12	no apt.....	16.11
6129	New York (foot 42d st.), Albany.	New York Central and Hudson River R. R.	142.87	2,209	26	apt. 21 by 9, 2 l.....	21.71
6130	Buffalo (Exchange St. Station) West.	Buffalo, Rochester and Pittsburgh Rwy.	45.18	533	30	apt. 15 by 9, 1 l.....	12
6131	Kaaterskill Junction (n. o.), Kaaterskill.	Kaaterskill R. R	8.00	221	..	no apt	12.5
6132	Vacant.....	.....	.....	.....	..	.....	.....
6133	Hatfield, Norwood	Rome, Watertown and Ogdensburgh R. R.	13.54	152	26	no apt	12
6134	Harrisville, Carthage .	Carthage and Adirondack Rwy.	21.71	164	18	.....do	12
6135	Jamestown, Mayville.	Chautauqua Lake Rwy.	25.74	210	..	.....do	12
6136	Windsor Beach (n. o.), Rochester.	Rome, Watertown and Ogdensburgh R. R.	8.30	330	24	.....do	24.5
6137	Cornwall Junction (n. o.), New York (foot Jay st.).	New York, Ontario and Western Rwy.	57.57	1,741	30	apt. 16.2 by 7.2 (av.), 1 l.	13
6138	Fulton, Woodard Junction (n. o.).	Rome, Watertown and Ogdensburgh R. R.	17.43	109	24	no apt.....	12
	NEW JERSEY						
7001	New York., N. Y, Easton, Pa.	Central R. R. Co. of New Jersey.	74.20	4,041	25	apt. 23.9 by 8.2 (av.), 5 l. to Elizabethport (n. o.); 2 l. residue.	25.72

ies and Territories in which the contract term expired June 30, 1889—Continued.

rtment; av., average; l., [line or lines; m., miles.

num for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
olls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
58.14	.....	49.59	.....	422.09	.....	350.60	.....	July 1	Weighed 60 days from May 8, 1889. 0.19 m. increase.
19.59	.....	42.75	.....	746.32	.....	648.94	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.13 m. decrease.
18.40	.....	67.56	.....	3,184.70	.....	3,191.06	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.68 m. decrease.
16.69	.....	53.01	.....	6,785.70	.....	5,302.06	.....	July 1	Weighed 30 days from Feb. 19, 1889. 1.73 m. increase.
51.56	.....	40.85	.....	589.74	.....	375.00	.....	July 1	Weighed 60 days from May 8, 1889. 0.40 m. increase.
18.06	.....	15.00	.....	1,001.24	.....	168.79	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.14 m. increase. Lap on route No. 6085, on which average daily weight is 670 pounds, and pay $70.97 per m.
12.75	.....	42.75	.....	196.22	.....	196.22	.....	July 1	Weighed 30 days from Feb. 19, 1889.
12.42	.....	51.30	.....	7,447.33	.....	6,089.31	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.61 m. increase.
12.75	.....	42.75	.....	243.67	.....	245.81	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.05 m. decrease.
10.82	.....	102.60	.....	18,690.25	.....	18,611.76	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.6 m. increase. Pay also readjusted from Nov. 12, 1888.
14.98	.....	58.14	.....	2,935.79	.....	2,865.13	.....	July 1	Weighed 30 days from Feb. 19, 1889. 4.10 m. decrease.
13.61	.....	42.75	.....	348.88	.....	316.35	.....	July 1	Weighed 30 days from July 17, 1889. 0.60 m. increase.
.....	.....	.....	.....	.....	.....	.....	.....	.....	Covered by route 6105 from July 1, 1889.
12.75	.....	42.75	.....	578.83	.....	578.83	.....	July 1	Weighed 30 days from Dec. 18, 1888.
12.75	.....	42.75	.....	928.10	.....	928.10	.....	July 1	Weighed 30 days from Feb. 19, 1889.
12.75	.....	42.75	.....	1,100.38	.....	993.93	.....	July 1	Weighed 60 days from May 8, 1889. 2.49 m. increase.
77.81	.....	78.66	.....	645.82	.....	652.87	.....	July 1	Weighed 30 days from Dec. 18, 1889.
24.79	.....	24.79	.....	1,427.16	.....	1,430.38	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.13 m. decrease. Pay also adjusted from Nov. 12, 1888. Lap service over route 6129, on which the av. daily weight is 2,208 pounds.
12.75	.....	42.75	.....	745.13	.....	745.13	.....	July 1	Established Jan. 1, 1889.
97.32	.....	147.92	.....	11,673.14	.....	10,937.20	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.20 m. increase.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	PENNSYLVANIA.		*Miles.*	*Pounds.*		*Feet and inches.*	
8001	Philadelphia, Pittsburgh.	Pennsylvania R. R..	353.60	128,217	....	r.p.o. 60 by 8.7, 6 l.; 40 by 8.7, 1 l.; apt. 16.7 by 8.10 (av.), 2 l. to Middletown, 96 m.; 3 l. to Harrisburg, 9.20 m.; ½ l. to Greensburgh, 217.30 m.; 1½ l. residue, 31.10 m.	61.55
8002	Philadelphia, Pottsville.	Philadelphia and Reading R. R.	93.02	5,192	26	apt. 16.9 by 8.6 (av.), 3 l.	41.37
8003	Philadelphia, West Chester.	Philadelphia, Wilmington and Baltimore R. R.	27.78	2,528	....	apt. 11.2 by 7 (av.), 4 l. to Wawa, 18.08 m.; 2 l. residue, 9.70 m.	37.36
8004	Philadelphia, Bethlehem.	Philadelphia and Reading R. R.	56.01	7,020	28	apt. 16.3 by 8.6 (av.), 3½ l. to Jenkintown, 9.99 m.; 2½ l. residue, 46.02 m.	63.65
8005	Philadelphia, Norristown.	.....do	16.19	1,485	19	no apt.....	64.5
8006	Sunbury, Williamsport.	Pennsylvania R. R..	41.06	13,980	27	r. p. o. 40 by 8.4, 1 l.; apt. 20 by 8.9, 2 l.	24.50
8007	Bridgeport, Exton.....	Philadelphia and Chester Valley R. R.	16.93	98	20	no apt.....	12
8008	Chester, Pa., Port Deposit, Md.	Philadelphia, Wilmington and Baltimore R. R.	58.14	1,126	....	apt. 9.4 by 6.3 (av.), 2 l. Wawa to Port Deposit, 49.96 m.	17
8009	Honesdale, Lackawaxen.	New York, Lake Erie and Western R. R.	24.89	599	23	no apt	12
8010	Easton, Pa., Waverly, N. Y.	Lehigh Valley R. R .	205.56	4,653	....	apt. 17.9 by 9.6 (av.), 3½ l. to Manch Chunk, 45.5 m.; 2½ l. to Penn Haven Junction, 8.6 m.; 1 l. to Wilkes Barre, 46.4 m.; 2 l. residue, 105.06 m.	30.66
8011	Penn Haven Junction (n.o.), Mount Carmel.	.....do	48.20	345	....	apt. 12.10 by 6 3, 1 l ...	12.72
8012	Hazle Creek Junction (n. o.), Audenried.	.....do	8.52	163	23	no apt.....	18
8013	Pottsville, Herndon...	Philadelphia and Reading R. R.	77.10	973	23	apt. 14.9 by 8.7 (av.), 2 l. to Shamokin, 55.58 m.; 1 l. residue, 21.52 m.	17.38
8014	Port Clinton, Williamsport.	.....do	122.06	468	24	apt. 15 by 8.4, 1 l	10.94
8015	Sunbury, Sugar Loaf..	Pennsylvania R. R ..	44.61	391	....	apt. 9.6 by 7, 1 l. to Rock Glen, 38 m.; 2 l. residue, 6.61 m.	13.77
8016	Penn Haven Junction (n. o.), Sugar Loaf.	Lehigh Valley R. R	23.40	959	....	apt. 10.11 by 8 (av.), 2 l.	33.49
8017	Scranton, Northumberland.	Delaware, Lackawanna and Western R. R.	80.48	2,389	28	apt. 18.4 by 8.9 (av.), 2 l.	25.78
8018	Pay not adjusted.						
8019	Binghamton, N. Y., Washington, N. J.	.....do	140.50	4,580	....	apt. 20 by 9, 1 l.....	39.29
8020	Elmira, N. Y., Hoytville, Pa.	New York, Lake Erie and Western R. R.	65.01	710	22	apt. 15.9 by 6.7, 1 l. to Blossburgh; no apt. residue.	10.55

and Territories in which the contract term expired June 30, 1889—Continued.

ent; av., average; l., line or lines; m., miles.]

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
275. 00	1, 096. 97	275. 00	526, 050. 72	97, 240. 000	525, 009. 33	97, 047. 50	July 1	Weighed 60 days from Jan. 15, 1889. 0.7 m. increase. Pay also re-adjusted from Oct. 8, 1888. Pay to be fixed for 1 l. 60 ft. cars authorized Oct. 27, 1888.
.....	148. 77	.....	16, 065. 48	.....	13, 850. 48	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.08 m. decrease.
.....	121. 41	.....	3, 752. 80	.....	3, 376. 41	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.03 m. decrease.
.....	171. 96	.....	10, 775. 20	.....	9, 625. 87	.....	July 1	Weighed 30 days from Feb. 19, 1889.
.....	64. 98	.....	1, 716. 46	.....	1, 053. 32	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. decrease.
25. 00	194. 09	25. 00	10, 953. 16	1, 026. 50	7, 949. 92	1, 024. 00	July 1	Weighed 30 days from Feb. 19, 1889. 0.10 m. increase.
.....	42. 75	.....	723. 75	.....	723. 75	.....	July 1	Weighed 30 days from Feb. 19, 1889.
.....	82. 94	.....	5, 269. 22	.....	4, 871. 89	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.60 m. decrease.
.....	56. 43	.....	1, 681. 31	.....	1, 407. 36	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.05 m. increase.
.....	148. 77	.....	34, 096. 23	.....	30, 582. 64	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. decrease.
.....	54. 72	.....	2, 555. 08	.....	2, 505. 63	.....	July 1	Weighed 30 days from Feb. 19, 1889. 2.41 m. increase. Covers route 8158 from July 1, 1889.
.....	42. 75	.....	364. 23	.....	364. 23	.....	July 1	Weighed 30 days from Feb. 19, 1889.
.....	65. 84	.....	6, 460. 20	.....	5, 139. 47	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.96 m. decrease.
.....	54. 72	.....	7, 514. 01	.....	6, 679. 67	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. decrease.
.....	45. 32	.....	2, 479. 42	.....	2, 012. 66	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.20 m. increase.
.....	70. 11	.....	1, 940. 79	.....	1, 654. 59	.....	July 1	Do.
.....	104. 31	.....	10, 734. 42	.....	8, 394. 86	.....	July 1	Weighed 30 days from Feb. 19, 1889.
.....	136. 80	.....	23, 185. 31	.....	19, 220. 40	.....	July 1	Do.
.....	67. 56	.....	4, 724. 92	.....	4, 386. 69	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.07 m. increase.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	PENNSYLVANIA—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*	
8021	Williamsport, Pa., Elmira, N. Y.	Northern Central Rwy.	79.71	7,076	..	apt. 15 by 8.6, 1 l.	19
8022	Williamsport, Erie	Pennsylvania R. R.	248.25	2,948	..	apt. 17.3 by 8.7 (av.), 3 l. to Lock Haven, 24.6 m.; 1 l. thence to Ridgway, 105.4 m.; 2 l. thence to Warren, 52.1 m.; 3 l. thence to Irvine, 5.9 m.; 2 l. residue, 60.25 m.	15.58
8023	Sunbury, Mount Carmel.	Northern Central Rwy.	27.67	838	15	apt. 13.9 by 7.4 (av.), 1 l.	15.21
8024	Bradford, Pa., Carrollton, N. Y.	New York, Lake Erie and Western R. R.	11.66	791	22	no apt.	24
8025	Irvine, Corry	Western New York and Pennsylvania R. R.	94.67	1,457	25	apt. 16 by 8.7 (av.), 1 l.	20.51
8026	Strasburgh, Leaman Place.	Strasburg R. R. (E. C. Musselman, lessee).	4.87	58	15	no apt.	6
8027	Lancaster, Middleton	Pennsylvania R. R.	30.99	1,177	..	apt. 17.6 by 8.3 (av.), 2 l. to Columbia, 11.2 m.; 1 l. residue, 19.79 m.	22.07
8028	Harrisburg, Auburn	Philadelphia and Reading R. R.	59.18	268	27	apt. 8 by 6.8, 1 l.	6
8029	Stewartstown, New Freedom.	Stewartstown R. R.	7.68	175	15	no apt.	12
8030	Harrisburg, Pa., Martinsburgh, W. Va.	Cumberland Valley R. R.	95.66	2,838	..	apt. 19.7 by 8.7 (av.), 2 l.	29.39
8031	Columbia, Sinking Spring.	Reading and Columbia R. R.	40.13	536	20	apt. 12.8 by 6.7, 1 l. between Junction and Sinking Spring, 28.8 m.	14.12
8032	Columbia, Pa., Frederick, Md.	Pennsylvania R. R.	69.30	742	..	apt. 15 by 8.6, 1 l.	18.58
8033	Berlin Junction (n. o.), East Berlin.	Berlin Branch R. R.	7.26	81	12	no apt.	6
8034	Huntingdon, Mount Dallas Station (n. o).	Huntington and Broad Top Mountain R. R. and Coal Co.	45.15	946	25	apt. 15 by 8.8, 1 l.	12
8035	Tyrone, Curwensville	Pennsylvania R. R.	47.48	1,156	20	apt. 10.9 by 8.1, 1 l.	17.99
8036	Altoona, Henrietta	do	27.90	367	17	no apt.	15.69
8037	Cresson, Ebensburgh	do	11.65	315	15	do	15
8038	Tyrone, Lock Haven	do	54.99	782	..	apt. 15 by 8.1 l.	12
8039	Blairsville, Allegheny	do	69.24	1,032	..	apt. 15 by 8.6, 1 l.	17.76
8040	Pittsburgh, Pa., Wheeling, W. Va.	Baltimore and Ohio R. R.	70.40	1,107	25	apt. 17.2 by 8.11, 1 l.	25.14
8041	Pittsburgh, Oil City	Allegheny Valley R. R.	132.61	3,287	30	apt. 18.9 by 8.8, 1 l.	20
8042	Branch Junction, Indiana.	Pennsylvania R. R.	19.10	1,216	19	apt. 15 by 8.3 (av.), 3 l. to Blairsville, 2.86 m.; 2 l. residue, 16.24 m.	13.79

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
192.38	.....	142.79	.....	15,334.60	.....	11,263.27	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.90 m. increase.
141.06	.....	101.75	.....	35,023.11	.....	25,310.31	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.50 m. decrease.
52.16	.....	45.32	.....	1,443.26	.....	1,244.94	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.20 m. increase.
76.10	.....	79.52	.....	887.32	.....	920.84	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.08 m. increase.
104.31	.....	88.07	.....	9,875.02	.....	8,378.09	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.46 m. decrease.
42.75	.....	42.75	.....	208.19	.....	224.43	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.38 m. decrease.
*92.34	.....	82.08	.....	2,861.61	.....	2,524.83	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. increase.
47.03	.....	42.75	.....	2,783.23	.....	2,524.38	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.13 m. increase.
42.75	.....	42.75	.....	328.32	.....	327.03	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.03 m. increase.
130.37	.....	125.69	.....	13,332.13	.....	11,924.21	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.79 m. increase.
64.98	.....	58.14	.....	2,607.64	.....	2,309.90	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.40 m. increase.
74.39	.....	65.84	.....	5,155.22	.....	4,562.71	.....	July 1	Weighed 30 days from Feb. 19, 1889.
42.75	.....	42.75	.....	310.36	.....	309.08	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.03 m. increase
82.94	.....	70.97	.....	3,744.74	.....	3,204.29	.....	July 1	Weighed 30 days from Feb. 19, 1889.
91.49	.....	76.10	.....	4,343.94	.....	3,613.22	.....	July 1	Do.
53.87	.....	57.29	.....	1,502.97	.....	1,599.53	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. decrease.
50.45	.....	46.17	.....	587.74	.....	535.11	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.06 m. increase.
76.10	.....	69.26	.....	4,184.73	.....	3,826.61	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.26 m. decrease.
86.36	.....	75.24	.....	5,979.56	.....	5,104.28	.....	July 1	Weighed 30 days from Feb. 19, 1889. 1.40 m. increase.
89.78	.....	66.69	.....	6,320.51	.....	4,695.64	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. decrease.
146.21	.....	137.66	.....	19,388.90	.....	18,255.09	.....	July 1	Weighed 30 days from Feb. 19, 1889.
94.05	.....	71.82	.....	1,796.35	.....	1,382.53	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.15 m. decrease.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	PENNSYLVANIA—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*	
8043	Meadville, Oil City....	New York, Lake Erie and Western R. R.	36.45	608	25	apt. 16 by 7, 1 l.....	18.5
8044	Erie, Homewood	Pennsylvania Co.....	112.71	1,836	30	apt. 20.11 by 9 (av.), 2 l. to Wampum Junction, 106.80 m.	13.57
8045	Oil City, Pa., Ashtabula, Ohio.	Lake Shore and Michigan Southern Rwy.	88.30	825	25	apt. 18 by 8.6, 1 l. to Andover, 62.61 m.; 2 l. residue, 25.69 m.	11.52
8046	Bethlehem, Bangor....	Lehigh and Lackawanna R. R.	81.51	240	25	no apt.....	12
8047	Downington, New Holland.	Pennsylvania R. R	27.19	394	13	apt. 6.6 by 6.5.....	18.5
8048	West Chester, Phœnixville.	.....do	18.70	217	..	no apt	16.66
8049	Lewistown Junction (n. o), Milroy.	.....do	12.46	146	..	.....do	12
8050	Pottsville, Frackville .	Philadelphia and Reading R. R.	10.97	165	16	.....do	18
8051	Greenville, Butler	Pittsburgh, Shenango, and Lake Erie R. R.	58.42	660	22	apt. 13.11 by 6.11, 1 l ..	15
8052	Pay not adjusted.						
8053	Freeport, Butler.....	Pennsylvania R. R	21.99	404	23	apt. 5.3 by 8.7, 2 l.....	12
8054	Wilmington, Del., Reading, Pa.	Wilmington and Northern R. R.	74.60	258	35	apt. 6.3 by 5.7, 1 l.....	8.61
8055	Mansfield Station (n. o.), Washington.	Pittsburgh, Cincinnati and St. Louis Rwy.	22.80	1,682	20	apt. 15 by 9, 2 l.....	22.11
8056	Perkiomen Junction (n. o.), Emaus.	Perkiomen R. R.....	37.58	379	22	apt. 8.6 by 6.2, 1 l.....	9.75
8057	Pottstown, Barto's....	Philadelphia and Reading R. R.	13.04	244	14	no apt	18
8058	Jeddo, Freeland.....	Lehigh Valley R. R ...	2.78	166	23	.....do	18
8059	Lebanon, Tower City .	Philadelphia and Reading R. R.	43.53	278	23	apt. 8.7 by 7, 1 l	13.14
8060	Monroe Station (n. o), Bernice.	Lehigh Valley R. R...	24.10	298	19	apt. 5.10 by 5.6, 1 l.....	12
8061	Schuylkill Haven, Glen Carbon.	Philadelphia and Reading R. R.	13.63	141	17	no apt	9.45
8062	Topton, Kutztown....	.....do	5.06	184	23	.....do	24
8063	Pittsburgh, Pa., Cumberland, Md.	Baltimore and Ohio R. R.	150.70	6,197	30	apt. 19.8 by 9 (av.), 2 l.	28.97
8064	Carbondale, Susquehanna.	New York, Lake Erie and Western R. R.	39.73	436	25	apt. 10 by 6.8, 1 l. to Jefferson Junction (n.o.), no apt. residue.	11.42
8065	Corning, N. Y., Antrim, Pa.	Fall Brook Coal Co...	52.24	754	25	apt. 15 by 9, 1 l. bet. Corning and Stokesdale Junc. (n. o.), 32.50 m.	13.23
8066	Phœnixville, Uwchland.	Philadelphia and Reading R. R.	11.75	189	15	no apt.....	12
8067	Lewisburgh, Bellefonte.	Pennsylvania R. R....	66.23	853	..	apt. 11.7 by 8.4, 1 l....	12

States and Territories in which the contract term expired June 30, 1889—Continued.

[Department: av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
42.75	.....	42.75	.....	182.97	.....	182.97	.....	July 1	Weighed 30 days from Feb. 19, 1889.
42.75	.....	42.75	.....	512.57	.....	522.82	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.24 m. decrease. Pay not fixed on 4.99 m.
64.13	.....	52.16	.....	395.68	.....	317.13	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.09 m. increase.
47.03	.....	42.75	.....	299.58	.....	272.31	.....	July 1	Weighed 30 days from Feb. 19, 1889.
55.58	.....	58.14	.....	533.01	.....	550.58	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.12 m. increase.
42.75	.....	42.75	.....	953.32	.....	950.76	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.06 m. increase.
98.33	.....	80.37	.....	1,989.21	.....	1,623.47	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.03 m. increase.
49.59	.....	46.17	.....	3,142.02	.....	2,925.33	.....	July 1	Weighed 30 days from Feb. 19, 1889.
70.11	.....	57.29	.....	241.87	.....	197.07	.....	July 1	Weighed 30 days from Feb 19, 1889. 0.01 m. increase.
42.75	.....	42.75	.....	1,222.22	.....	1,235.04	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.03 m. decrease.
42.75	.....	136.80	.....	426.64	.....	1,365.26	.....	July 1	Weighed 30 days from Feb. 19, 1889.
42.75	.....	42.75	.....	383.04	.....	382.13	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. decrease.
42.75	.....	42.75	.....	386.03	.....	389.02	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.07 m. decrease.
45.32	.....	42.75	.....	2,104.03	.....	2,045.58	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.1 m. decrease.
42.75	.....	42.75	.....	135.09	.....	135.09	.....	July 1	Weighed 30 days from Feb. 19, 1889.
42.75	.....	42.75	.....	665.19	.....	673.74	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.20 m. decrease.
42.75	.....	42.75	.....	332.59	.....	364.22	.....	July 1	Weighed 30 days from Feb. 19, 1889. 2.53 m. increase.
42.75	.....	42.75	.....	791.30	.....	801.50	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.24 m. decrease.
42.75	.....	42.75	.....	129.53	.....	129.26	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. decrease.
59.00	.....	59.00	.....	1,523.97	.....	1,527.51	.....	1888. Oct. 15	Weighed 30 days from Feb. 19, 1889. 0.06 m. decrease.
42.75	.....	.....	.....	111.57	.....	.....	.....	1889. July 1	Weighed 30 days from Feb. 19, 1889. Formerly part of route No. 7031.
42.75	.....	.....	.....	201.78	.....	.....	.....	Jan. 28	Weighed 30 days from Feb. 19, 1889.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	PENNSYLVANIA.		*Miles.*	*Pounds.*		*Feet and inches.*	
8001	Philadelphia, Pittsburgh.	Pennsylvania R. R..	353.00	128,217	....	r.p.o. 60 by 8.7, 6 l; 40 by 8.7, 1 l.; apt. 16.7 by 8.10 (av.), 2 l. to Middletown, 96 m.; 3 l. to Harrisburg, 9.20 m.; ½ l. to Greensburgh, 217.30 m.; 1½ l. residue, 31.10 m.	61.55
8002	Philadelphia, Pottsville.	Philadelphia and Reading R. R.	93.02	5,192	26	apt. 16.9 by 8.6 (av.), 3 l.	41.37
8003	Philadelphia, West Chester.	Philadelphia, Wilmington and Baltimore R. R.	27.78	2,528	....	apt. 11.2 by 7 (av.), 4 l. to Wawa, 18.08 m.; 2 l. residue, 9.70 m.	37.36
8004	Philadelphia, Bethlehem.	Philadelphia and Reading R. R.	56.01	7,020	28	apt. 16.3 by 8.6 (av.), 3½ l. to Jenkintown, 9.99 m.; 2½ l. residue, 46.02 m.	63.69
8005	Philadelphia, Norristown.	.....do	16.19	1,485	19	no apt.....	64.5
8006	Sunbury, Williamsport.	Pennsylvania R. R..	41.06	13,980	27	r. p. o. 40 by 8.4, 1 l.; apt. 20 by 8.9, 2 l.	24.50
8007	Bridgeport, Exton.....	Philadelphia and Chester Valley R. R.	16.93	98	20	no apt.....	12
8008	Chester, Pa., Port Deposit, Md.	Philadelphia, Wilmington and Baltimore R. R.	58.14	1,126	....	apt. 9.4 by 6.3 (av.). 2 l. Wawa to Port Deposit, 49.96 m.	17
8009	Honesdale, Lackawaxen.	New York, Lake Erie and Western R. R.	24.89	599	23	no apt	12
8010	Easton, Pa., Waverly, N. Y.	Lehigh Valley R. R .	205.56	4,653	....	apt. 17.9 by 9.6 (av.), 3½ l. to Manch Chunk, 45.5 m.; 2½ l. to Penn Haven Junction, 8.6 m.; 1 l. to Wilkes Barre, 46.4 m.; 2 l. residue, 105.06 m.	30.66
8011	Penn Haven Junction (n.o.), Mount Carmel.	.....do	48.20	345	....	apt. 12.10 by 6 3, 1 l ...	12.72
8012	Hazle Creek Junction (n. o.), Audenried.	.....do	8.52	163	23	no apt.....	18
8013	Pottsville, Herndon...	Philadelphia and Reading R. R.	77.10	973	23	apt. 14.9 by 8.7 (av.), 2 l. to Shamokin, 55.58 m.; 1 l. residue, 21.52 m.	17.38
8014	Port Clinton, Williamsport.	.....do	122.06	468	24	apt. 15 by 8.4, 1 l	10.94
8015	Sunbury, Sugar Loaf..	Pennsylvania R. R ..	44.61	391	....	apt. 9.6 by 7, 1 l. to Rock Glen, 38 m.; 2 l. residue, 6.61 m.	13.77
8016	Penn Haven Junction (n. o.), Sugar Loaf.	Lehigh Valley R. R .	23.40	959	....	apt. 10.11 by 8 (av.), 2 l.	33.49
8017	Scranton, Northumberland.	Delaware, Lackawanna and Western R. R.	80.48	2,389	28	apt. 18.4 by 8.9 (av.), 2 l.	25.78
8018	Pay not adjusted.						
8019	Binghamton, N. Y., Washington, N. J.	.....do	140.50	4,580	....	apt. 20 by 9, 1 l.....	39.39
8020	Elmira, N. Y., Hoytville, Pa.	New York, Lake Erie and Western R. R.	65.01	710	22	apt. 15.9 by 6.7, 1 l. to Blossburgh; no apt. residue.	10.55

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
1,487.70	275.00	1,096.97	275.00	526,050.72	97,240.000	525,009.33	97,047.50	July 1	Weighed 60 days from Jan. 15, 1889. 0.7 m. increase. Pay also re-adjusted from Oct. 8,1888. Pay to be fixed for 1 l. 60 ft. cars authorized Oct. 27, 1888.
172.71	.....	148.77	.....	16,065.48	.....	13,850.48	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.08 m. decrease.
135.09	.....	121.41	.....	3,752.80	.....	3,376.41	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.03 m. decrease.
192.38	.....	171.36	.....	10,775.20	.....	9,625.87	.....	July 1	Weighed 30 days from Feb. 19, 1889.
106.02	.....	64.98	.....	1,716.46	.....	1,053.32	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. decrease.
266.76	25.00	194.09	25.00	10,953.16	1,026.50	7,949.92	1,024.00	July 1	Weighed 30 days from Feb. 19, 1889. 0.40 m. increase.
42.75	.....	42.75	.....	723.75	.....	723.75	.....	July 1	Weighed 30 days from Feb. 19, 1889.
90.63	.....	82.94	.....	5,269.22	.....	4,871.89	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.60 m. decrease.
67.55	.....	56.43	.....	1,681.31	.....	1,407.36	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.05 m. increase.
165.87	.....	148.77	.....	34,096.23	.....	30,582.64	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. decrease.
53.01	.....	54.72	.....	2,555.08	.....	2,505.63	.....	July 1	Weighed 30 days from Feb. 19, 1889. 2.41 m. increase. Covers route 8158 from July 1, 1889.
42.75	.....	42.75	.....	364.23	.....	364.23	.....	July 1	Weighed 30 days from Feb. 19, 1889.
83.79	.....	65.84	.....	6,460.20	.....	5,139.47	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.96 m. decrease.
61.56	.....	54.72	.....	7,514.01	.....	6,679.67	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. decrease.
55.58	.....	45.32	.....	2,479.42	.....	2,012.66	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.20 m. increase.
82.94	.....	70.11	.....	1,940.79	.....	1,654.59	.....	July 1	Do.
133.38	.....	104.31	.....	10,734.42	.....	8,394.86	.....	July 1	Weighed 30 days from Feb. 19, 1889.
165.02	.....	136.80	.....	23,185.31	.....	19,220.40	.....	July 1	Do.
72.66	.....	67.55	.....	4,724.92	.....	4,386.69	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.07 m. increase.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	PENNSYLVANIA—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*	
8091	Larabee, Clermont....	Western New York and Pennsylvania R. R.	23.40	186	25	apt. 6 by 4, 1 1.....	8.48
8092	York, Peach Bottom..	York and Peach Bottom Rwy.	40.96	368	..	apt. 13.8 by 7.8, 1 1.....	13
8093	Lawsonham, Sligo	Allegheny Valley R. R.	10.41	65	10	no apt	6
8094	Pay not adjusted.						
8095	Pittsburgh, Castle Shannon.	Pittsburgh and Castle Shannon R. R.	6.04	67	..	no apt	7
8096	New Castle, Stoneboro	Western New York and Pennsylvania R. R.	35.33	328	30	apt. 13.9 by 8.8, 11.....	9.66
8097	White Haven, Upper Lehigh.	Central R. R. Co. of New Jersey.	9.66	100	15	no apt	12
8098	Norristown, Lansdale	Stony Creek R. R....	10.80	141	25	.....do	6
8099	Osceola Mills, Belsena Mills.	Pennsylvania R. R....	17.38	205	16	.....do	15
8100	Tamaqua, Mauch Chunk.	Central R. R. Co. of New Jersey.	16.14	309	25	.....do	13.86
8101	Wilkes Barre, Wanamie.	.....do	12.87	123	25	.....do	14.07
8102	Hanover Junction, Gettysburgh.	Western Maryland R. R.	29.53	739	22	apt 14.3 by 7.5, 2 1. Valley Junction to Gettysburgh, 23.53 m.	14.33
8103	Jenkintown, Pa., Boundbrook, N. J.	Philadelphia and Reading R. R.	49.19	570	29	apt. 13.9 by 6.4, 1 1....	14.40
8104	Greensburgh, Fairchance.	Pennsylvania R. R....	44.53	1,336	..	apt. 14.10 by 8.6, 1 1....	21.33
8105	Sheffield, Elulalia.....	Tionesta Valley R. R..	12.76	70	18	no apt.....	12
8106	Millersburgh, Williamstown.	Northern Central Rwy.	21.04	238	22	.....do	12
8107	Meadville, Linesville .	Meadville and Linesville Rwy.	21.21	833	25	.....do	18
8108	Lewistown Junction, (n. o.), Selin's Grove Junction (n. o.).	Pennsylvania R. R....	45	310	26	apt. 6.2 by 6.2, 1 1	6.18
8109	Glenside, Bready ville .	Northeast Pennsylvania R. R.	9.85	253	20	no apt.....	12
8110	Hartley Hall, Nordmont.	Williamsport and North Branch R. R.	27.16	283	20	apt. 8 by 6, 1 1.....	12
8111	Manor Station, Claridge.	Pennsylvania R. R....	3.90	94	19	no apt.....	12
8112	Jersey Shore, Gazzam.	Beech Creek R. R.....	117.01	280	..	apt. 7.6 by 6.6, 1 1.....	12
8113	Tyrone, Benore.....	Pennsylvania R. R....	25.91	92	14	no apt.....	12

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
192.38	.....	142.79	.....	15,334.60	.....	11,253.27	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.90 m. increase.
141.06	.....	191.75	.....	35,023.11	.....	25,310.31	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.50 m. decrease.
53.16	.....	45.32	.....	1,443.26	.....	1,244.94	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.20 m. increase.
76.19	.....	79.53	.....	887.32	.....	920.84	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.08 m. increase.
104.31	.....	88.07	.....	9,875.02	.....	8,378.09	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.46 m. decrease.
42.75	.....	42.75	.....	208.19	.....	224.43	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.38 m. decrease.
92.34	.....	82.08	.....	2,861.61	.....	2,524.83	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. increase.
47.03	.....	42.75	.....	2,783.23	.....	2,524.38	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.13 m. increase.
42.75	.....	42.75	.....	328.32	.....	327.03	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.03 m. increase.
139.37	.....	125.69	.....	13,332.13	.....	11,924.21	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.79 m. increase.
64.98	.....	58.14	.....	2,607.64	.....	2,309.90	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.40 m. increase.
74.39	.....	65.84	.....	5,155.22	.....	4,562.71	.....	July 1	Weighed 30 days from Feb. 19, 1889.
42.75	.....	42.75	.....	310.36	.....	309.08	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.03 m. increase
82.94	.....	70.97	.....	3,744.74	.....	3,204.29	.....	July 1	Weighed 30 days from Feb. 19, 1889.
91.49	.....	76.10	.....	4,343.94	.....	3,613.22	.....	July 1	Do.
53.87	.....	57.29	.....	1,502.97	.....	1,599.53	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. decrease.
50.45	.....	46.17	.....	587.74	.....	535.11	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.06 m. increase.
76.10	.....	69.26	.....	4,184.73	.....	3,826.61	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.26 m. decrease.
86.36	.....	75.24	.....	5,979.56	.....	5,104.28	.....	July 1	Weighed 30 days from Feb. 19, 1889. 1.40 m. increase.
89.78	.....	66.69	.....	6,220.51	.....	4,695.64	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. decrease.
146.21	.....	137.66	.....	19,388.90	.....	18,255.09	.....	July 1	Weighed 30 days from Feb. 19, 1889.
94.05	.....	71.82	.....	1,796.35	.....	1,382.53	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.15 m. decrease.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	PENNSYLVANIA—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*	
8114	Washington, Waynesburgh.	Waynesburgh and Washington R. R.	29.31	593	17	no apt	12
8115	Bangor Junction (n.o.), Pa., Brainard's, N. J.	Bangor and Portland Rwy.	4.57	206	20	do	21
8116	Honesdale, Carbondale.	Delaware and Hudson Canal Co.	26.15	245	14	do	12
8117	Philadelphia (3d and Berks st. station), Newtown.	Philadelphia, Newtown and New York R. R.	23.30	383	30	do	13.48
8118	Latrobe, Ligonier	Ligonier Valley R. R.	10.78	167	15	do	12
8119	Shenandoah, Mahanoy Plane.	Philadelphia and Reading R. R.	6.88	296	18	do	24
8120	Brisbin, Goss Run Junction (n. o.).	Pennsylvania R. R.	1.07	61	18	do	12
8121	Bradford, Pa., Olean, N. Y.	Western New York and Pennsylvania R. R.	21.72	132	16	no apt	18
8122	Summit City, Bradford	do	9.03	64	15	do	9
8123	Pittsburgh, Pa., Youngstown, Ohio.	Pittsburgh and Lake Erie R. R.	67.39	5,744	27	apt. 19 by 9.2, 2 l	39.53
8124	Columbia, Pa., Port Deposit, Md.	Pennsylvania R. R.	39.52	164	20	apt. 11 by 6.4, 1 l	6
8125	Allegheny, New Castle.	Pittsburgh and Western Rwy.	61.31	1,222	25	apt. 20 by 9, 1 l	22.13
8126	D. and M. Junction (n. o.), Shippensburgh,	Harrisburg and Potomac R. R.	28.70	178	18	no apt	12
8127	Montour Junction (n. o.), Imperial.	Montour R. R	11	154	30	do	12
8128	Portland, Nazareth	Bangor and Portland Rwy.	27.60	455	20	apt. 7.1 by 6.9, 1 l	13.73
8129	Irwin, Blackburn	Pennsylvania Gas Coal Co.'s Youghiogheny R. R.	8.54	60	20	no apt	6
8130	Daguscahonda, Dagus Mines.	Northwestern Mining and Exchange Co.	6.08	116	12	do	15
8131	Landenburgh, Pomeroy.	Pennsylvania R. R.	19.25	54	15	do	6
8132	Bradford, Smethport	Bradford, Bordell and Kinzua R. R.	25.83	268	16	apt. 9.7 by 6.11, 1 l. between Bradford and Kinzua Junction (n. o.), 9.84 m.	16.57
8133	Kinzua Junction (n. o.), Eldred.	do	14.17	462	16	apt. 9.7 by 6.11, 1 l	12
8134	Lumber Yard (n. o.), Ebervale.	Lehigh Valley R. R	6.14	180		no apt	12
8135	Tunnel (n. o.), Eckley	do	1.21	40		do	6
8136	Blossburgh, Morris Run.	New York, Lake Erie and Western R. R.	3.79	59	22	do	6
8137	Junction, Quarryville	Reading and Columbia R. R.	23.31	687	15	apt. 12.8 by 8.11, 1 l	13.39

ies in which the contract term expired June 30, 1889—Continued.

rage; l., line or lines; m. miles.]

Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
12	1, 979. 89		1, 966. 58		July 1	Weighed 30 days from Feb. 19, 1889. 0.42 m. decrease.
03	226. 62		214. 92		July 1	Weighed 30 days from Feb. 19, 1889.
75	913. 19		747. 27		July 1	Weighed 30 days from Feb. 19, 1889. 2. 67 m. increase.
18	1, 295. 01		1, 214. 28		July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. increase.
. 75	460. 84		461. 70		July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. decrease.
75	341. 17		295. 88		July 1	Weighed 30 days from Feb. 19, 1889. 0.04 m. decrease.
75	45. 74		44. 46		July 1	Weighed 30 days from Feb. 19, 1889. 0.03 m. increase.
75	928. 53		1, 012. 32		July 1	Weighed 30 days from Feb. 19, 1889. 1.96 m. decrease.
75	386. 08		383. 46		July 1	Weighed 30 days from Feb. 19, 1889. 0.06 m. increase.
40. 48	12, 026. 51		9, 906. 09		July 1	Weighed 30 days from Feb. 19, 1889. 1.47 m. increase.
43. 61	1, 689. 48		1, 727. 82		July 1	Weighed 30 days from Feb. 19, 1889. 0.10 m. decrease.
70. 11	5, 818. 93		4, 278. 81		July 1	Weighed 30 days from Feb. 19, 1889. 0.28 m. increase.
42. 75	1, 226. 92		1, 232. 05		July 1	Weighed 30 days from Feb. 19, 1889. 0.12 m. decrease.
42. 75	470. 25		470. 25		July 1	Weighed 30 days from Feb. 19, 1889.
42. 75	1, 675. 59		1, 117. 48		July 1	Weighed 30 days from Feb. 19, 1889. 1.46 m. increase.
42. 75	365. 06		364. 65		July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. increase.
42. 75	256. 92		256. 92		July 1	Weighed 30 days from Feb. 19, 1889. 0.07 m. increase.
42. 75	822. 93		792. 58		July 1	Weighed 30 days from Feb. 19, 1889. 0.71 m. increase.
43. 61	1, 214. 78		1 141. 70		July 1	Weighed 30 days from Feb. 19, 1889. 0.35 m. decrease.
55. 58	860. 26		792. 01		July 1	Weighed 30 days from Feb. 19, 1889. 0.08 m. decrease.
42. 75	262. 48		266. 33		July 1	Weighed 30 days from Feb. 19, 1889. 0.09 m. decrease.
42. 75	51. 72		51. 30		July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. increase.
42. 75	162. 02		160. 74		July 1	Weighed 30 days from Feb. 19, 1889. 0.03 m. increase.
43. 61	1, 074. 12		1, 024. 83		July 1	Weighed 30 days from Feb. 19, 1889. 0.19 m. decrease.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	PENNSYLVANIA—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*	
8138	Saxton, Dudley	Huntington and Broad Top Mountain R. R. and Coal Co.	5.93	61	15	no apt.....	6
8139	Lawrenceville, Harrison Valley.	Fall Brook Coal Co....	23.34	725	25	apt. 10.8 by 7, 2 l	12
8140	Hollidaysburgh Junction (n. o.), Newry.	Pennsylvania R. R	2.89	84	..	no apt	12
8141	Broad Ford, Mount Pleasant.	Baltimore and Ohio R. R.	10.42	133	20	.....do	6
8142	Fall Brook, Blossburgh.	Fall Brook Coal Co....	7.75	46	12	.....do	9
8143	Negley, Verona.....	Allegheny Valley R.R.	5.38	63	12	.....do	12
8144	Port Allegany, Coudersport.	Coudersport and Port Allegany R. R.	17.47	309	..	.....do	12
8145	Mercersburgh Junction (n. o.), Mercersburgh.	Cumberland Valley R. R.	2.62	781	22	apt. 15 by 8.7, 1 l.....	12
8146	West Brownsville, Uniontown.	Pennsylvania R. R....	18.81	83	22	no apt	6
8147	Clarion Junction (n. o.), Clarion.	Pittsburgh and Western Rwy.	6.92	276	20	.....do	21
8148	North Clarendon, Cherry Grove.	Warren and Farnsworth Valley R. R.	10.47	68	11	.....do	9
8149	Lebanon, Cornwall ...	Cornwall R. R.....	6.36	94	..	.....do	12
8150	Williamsport, Stokesdale Junction (n. o.).	Fall Brook Coal Co....	78.49	756	25	apt. 15 by 9, 2 l. Williamsport to Jersey Shore. 16.09 m.; 1 l. residue, 62.40 m.	7.22
8151	Youngwood Station (n. o.), United.	Pennsylvania R. R....	11.60	87	10	no apt	12
8152	Branchton, Hilliard's.	Pittsburgh, Shenango and Lake Erie R. R.	10.47	88	20	.....do	12
8153	Sunbury, Lewisburgh.	Philadelphia and Reading R. R.	9.89	62	24	no apt.....	10.79
8154	Cornwall, Conewago (n, o.).	Cornwall and Lebanon R. R.	16.60	50	30	.....do	12
8155	Pay not adjusted.						
8156	New Castle Junction (n. o.), New Castle.	Pittsburgh and Lake Erie R. R.	2.40	525	27	no apt.	37
8157	Springfield Junction (n. o.), Mines.	Pennsylvania R. R....	8.20	61	11	.....do	6
8158	Vacant.....	.....	.....	.....	..	.....	.....
8159	Pittsburgh, New Haven.	Pittsburgh and Lake Erie R. R.	59.04	425	21	apt. 9.6 by 6.4, 1 l.....	6
8160	Philadelphia, Chestnut Hill R. R. Station (n. o.).	Pennsylvania R. R....	11.86	670	25	no apt.....	37
8161	Holmesburgh Junction (n. o.), Bustleton R. R. Station (n. o.).	.....do	4.05	175	18	.....do	18
8162	Springfield Station (n. o.), St. Peter's.	Wilmington and Northern R. R.	7	87	25	.....do	12
8163	Roaring Spring, Ore Hill.	Pennsylvania R. R	3.27	54	15	.....do	6

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment: av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
42.75	.....	42.75	.....	430.49	.....	448.44	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.42 m. decrease.
42.75	.....	42.75	.....	737.43	.....	763.08	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.6 m. decrease.
66.60	.....	45.32	.....	3,033.06	.....	2,043.47	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.39 m. increase.
74.39	.....	50.45	.....	1,441.67	.....	977.72	.....	July 1	Weighed 30 days from Feb. 19, 1889.
65.84	.....	57.29	.....	2,970.04	.....	2,594.66	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.18 m decrease.
147.92	.....	134.24	.....	13,337.94	.....	12,135.29	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.23 m decrease.
42.75	.....	42.75	.....	307.80	.....	307.37	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. increase.
92.34	.....	66.69	.....	906.79	.....	714.24	.....	July 1	Weighed 30 days from Feb. 19, 1899. 0.24 m. decrease.
75.24	.....	67.55	.....	8,274.14	.....	7,424.42	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.06 m. increase.
52.16	.....	48.74	.....	1,156.00	.....	1,081.05	.....	July 1	Weighed 30 days from Feb. 19, 1889.
44.46	.....	42.75	.....	1,216.87	.....	1,244.45	.....	July 1	Weighed 30 days from Feb. 19, 1889. 1.74 m. decrease.
50.45	.....	42.75	.....	971.16	.....	825.92	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.07 m. decrease.
47.88	.....	47.03	.....	421.34	.....	415.74	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.04 m. decrease.
100.89	.....	82.94	.....	5,481.35	.....	4,513.59	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.09 m. decrease.
69.26	.....	59.00	.....	533.30	.....	424.80	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.50 m. increase.
42.75	.....	42.75	.....	950.33	.....	933.23	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.40 m. increase.
48.74	.....	45.82	.....	696.00	.....	647.16	.....	July 1	Weighed 30 days from Feb. 19, 1889.
44.46	.....	42.75	.....	1,339.57	.....	1,285.06	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.07 m. increase.
66.69	.....	52.16	.....	8,883.10	.....	7,255.97	.....	July 1	Weighed 30 days from Feb. 19, 1889. 5.91 m. decrease.
69.26	.....	42.75	.....	1,754.35	.....	1,095.25	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.29 m. decrease.
42.75	.....	42.75	.....	83.79	.....	83.36	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. increase.
46.17	.....	42.75	.....	2,036.55	.....	1,886.55	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. decrease.
42.75	.....	42.75	.....	361.23	.....	360.38	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. increase.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	PENNSYLVANIA—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*	
8164	Warren, Pa., Salamanca, N. Y.	Western New York and Pennsylvania R. R.	42.00	350	25	apt. 14 by 8.6, 1 l	12
8165	Irvona, Punxsutawney.	Clearfield and Jefferson Rwy.	33.40	432	20	apt. 6.10 by 6.10, 1 l	12
8166	Turbotville, Watsontown.	Wilkes Barre and Western Rwy.	6.10	64	16	no apt	6
8167	Keating, Karthaus	Pennsylvania R. R.	22.15	69	13	do	6
8168	Coalport, Cresson	Cresson, Clearfield County and New York Short Route R. R.	25.22	114	25	do	6
8169	Hazleton, New Boston.	Lehigh Valley R. R	18.75	382	23	apt. 9 by 6, 1 l	24
8170	Luzerne, Alderson	do	13.20	70	21	no apt	12
8171	Forest House, Austin.	Sinnemahoning Valley R. R.	8.90	129	12	do	12
8172	Jameson City, Bloomsburgh.	Bloomsburgh and Sullivan R. R.	30.42	221	20	do	12
8173	Silver Brook, Silver Brook Junction (n. o.).	Lehigh Valley R. R.	2.50	34	20	do	6
8174	Wilkes Barre, Rock Glen Junction (n. o.).	Pennsylvania R. R.	30.56	261	28	apt. 9 by 6, 1 l	12
8175	New Boston, Pottsville.	do	10.00	356	24	apt. 9 by 6, 1 l	24
8176	Goff, Donohoe Station (n. o.).	do	4.20	80	..	no apt	12
8177	Vacant.						
8178	Beech Tree Junction (n. o.), Beech Tree.	Buffalo, Rochester and Pittsburgh Rwy.	2.00	58	20	do	12
8179	Wampum Junction (n. o.), Kenwood Junction (n. o.)	Pennsylvania Co	12.92	2,563	25	apt. 20.7 by 9 av., 2 l.	15
8180	Rock Hill Furnace, McNeal.	East Broad Top R. R. and Coal Co.	11.06	32	15	do	6
8181	Bear Creek, Bear Creek Junction (n. o.).	Lehigh Valley R. R.	5.43	19	23	do	6
	DELAWARE.						
9501	Wilmington, Delmar	Philadelphia, Wilmington and Baltimore R. R.	26.67	4,543	..	apt. 20.6 by 7.7, 21. to Dover; 46.95 m. 1 l. residue.	24.69
9502	Delmar, Del., Crisfield, Md.	New York, Philadelphia and Norfolk R. R.	38.27	1,867	28	apt. 25 by 8.6, 1 l	15.93

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
42.75	.....	47.88	.....	1,000.35	.....	1,067.72	.....	July 1	Weighed 30 days from Feb. 19, 1889. 1.10 m. increase.
54.72	.....	49.59	.....	2,241.33	.....	2,012.85	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.37 m. increase.
42.75	.....	42.75	.....	445.02	.....	461.27	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.38 m. decrease.
42.75	.....	42.75	.....	258.21	.....	257.35	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. increase.
51.30	.....	52.16	.....	1,812.42	.....	2,735.82	.....	July 1	Weighed 30 days from Feb. 19, 1889.
42.75	.....	42.75	.....	412.96	.....	376.20	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.86 m. increase.
42.75	.....	42.75	.....	461.70	.....	461.70	.....	July 1	Weighed 30 days from Feb. 19, 1889.
42.75	.....	44.46	.....	742.99	.....	752.12	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.38 m. increase. Pay also adjusted on 2.16 m. extension, Madera to Belsena Mills, from July 16, 1888.
50.45	.....	43.61	.....	814.26	.....	711.71	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.18 m. decrease.
42.75	.....	42.75	.....	550.19	.....	532.66	.....	July 1	Weighed 30 days from Feb. 19, 1889.
78.53	.....	70.97	.....	2,171.34	.....	2,124.13	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.40 m. decrease.
66.69	.....	49.59	.....	3,280.48	.....	2,443.29	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.08 m. decrease.
99.18	.....	76.95	.....	4,416.48	.....	3,441.20	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.19 m. decrease.
42.75	.....	42.75	.....	545.49	.....	544.20	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.03 m. increase.
45.32	.....	44.46	.....	953.53	.....	935.43	.....	July 1	Weighed 30 days from Feb. 19, 1889.
77.81	.....	43.61	.....	1,650.35	.....	920.17	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.11 m, increase.
50.45	.....	42.75	.....	2,270.25	.....	1,906.65	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.40 m. increase.
48.17	.....	42.75	.....	454.77	.....	420.23	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. increase.
47.88	.....	44.46	.....	1,300.42	.....	1,207.53	.....	July 1	Weighed 30 days from Feb. 19, 1889.
42.75	.....	42.75	.....	166.72	.....	184.25	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.41 m. decrease.
47.88	.....	8.62	.....	5,602.43	.....	1,000.00	.....	July 1	Weighed 30 days from Feb. 19, 1889. 1 m. increase. $1,000 per annum to June 30, 1889, as per agreement with the railroad company
42.75	.....	42.75	.....	1,107.66	.....	1,094.82	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.3 m. increase.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	DELAWARE—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*	
9503	Clayton, Del., Oxford, Md.	Philadelphia, Wilmington and Baltimore R. R.	54.91	634	26	apt. 10.10 by 6.6, 1 l. to Easton, 44.17 m.	12
9504	Georgetown, Lewes...	.....do	15.21	210	30	apt. 11.10 by 6.8, 1 l...	12
9505	Wilmington, Del., Landenburgh, Pa.	Baltimore and Ohio R. R.	20.25	104	17	apt. 7.6 by 6.10, 1 l.....	6
9506	Harrington, Del., Franklin City, Va.	Philadelphia, Wilmington and Baltimore R. R.	78.34	435	27	apt. 10.11 by 6.9 (av.) 1 l.	6.64
9507	Newark, Delaware City.	..... do.....	12.76	122	18	no apt	12.24
	MARYLAND.						
10001	Bay View (n. o.), Md., Philadelphia, Pa.	Philadelphia, Wilmington and Baltimore R. R.	92	96,951	30	r. p. o. 60 by 8.7, 3 l.; apt. 18 by 7.6 (av.), 3 l. to Wilmington, 26.86 m.; 1 l. res., 65.14 m.	91.36
10002	Baltimore (Union Station), Md., Sunbury, Pa.	Northern Central Rwy	138.21	18,730	..	r. p. o. 40 by 8.4, 1 l.; apt. 13.1 by 7.7 (av.), 1 l. to Harrisburg, 8a.60 m.; 2 l. to Selin's Grove, 48.40 m.; 3 l. residue, 5.21 m.	31.89
10003	Baltimore, Md., Bellaire, Ohio.	Baltimore and Ohio R. R.	390.33	34,770	32	r. p. o. 52.2 by 9.1, 3 l. to Grafton, 294.4 m.; 1 l. res.; apt. 21 by 9, 1 l. to Martinsburgh, 114.2 m., and 1 l. between Grafton and Bellaire, 95.9 m.	36.11
10004	Araby, Frederick.....	.....do	3.85	810	22	no apt	55
10005	Weverton, Hagerstown.	.....do	24.43	459	22	apt. 7 by 4, 2 l	15
10006	Baltimore, Williamsport.	Western Maryland R. R.	92.75	3,283	28	r. p. o. 44.6 by 9, 1 l. between Baltimore and Hagerstown, 86.10 m. (40 feet authorized); apt. 19.6 by 8. 2, 1 l.	21.66
10007	Annapolis, Annapolis Junction.	Annapolis, Washington and Baltimore R. R.	21.03	1,077	22	apt. 6.6 by 8.9, 1 l.....	25
10008	Cambridge, Md., Seaford, Del.	Philadelphia, Wilmington and Baltimore R. R.	33.64	416	18	apt. 10 by 6, 1 l	6
10009	Salisbury, Ocean City.	Wicomico and Pokomoke R. R.	31.07	135	20	apt. 9.8 by 4.7, 1 l. bet. Salisbury and Berlin, 23 m.	4.96
10010	Townsend, Del., Centreville, Md.	Philadelphia, Wilmington and Baltimore R. R.	35.23	535	25	apt. 11.10 by 6.8, 1 l....	12
10011	Cumberland, Md., Piedmont, W. Va.	Cumberland and Pennsylvania R. R.	33.79	730	17	apt. 10.4 by 8, 2 l.....	12
10012	Clayton, Del., Chestertown, Md.	Baltimore and Delaware Bay R. R.	32.53	491	14	apt. 8.3 by 5.7	6
10013	Bay View (n. o.), Md., Washington, D. C.	Baltimore and Potomac R. R.	45.53	97,374	29	r. p. o. 60 by 8.7, 3 l.; apt. 17.3 by 8.3 (av.), 1 l.	57.10
10014	Bowie, Pope's Creek ..	.....do	49.01	2,999	..	apt. 9.7 by 8.9, 1 l	6
10015	Peninsula Junction, Md., Cape Charles, Va.	New York, Philadelphia and Norfolk R. R.	73.14	1,519	..	apt. 8.6 by 6.8, 1 l	13

States and Territories in which the contract term expired June 30, 1889—Continued.

partment; av., average; l., line or lines; m. miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
69.26	.....	63.27	.....	3,803.06	.....	3,460.86	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.21 m. increase.
42.75	.....	42.75	.....	650.22	.....	684.85	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.81 m. decrease.
42.75	.....	42.75	.....	865.68	.....	832.77	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.77 m. increase
58.00	.....	54.72	.....	4,622.06	.....	4,394.01	.....	July 1	Weighed 30 days from Feb. 19 1889. 1.96 m. decrease.
42.75	.....	42.75	.....	545.49	.....	542.07	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.08 m. increase.
1,153.40	150.00	742.14	150.00	106,112.80	13,800.00	68,128.45	13,770.00	July 1	Weighed 60 days from Jan. 15, 1889. 0.2 m. increase.
217.21	25.00	238.55	25.00	43,841.59	3,455.25	32,922.28	3,450.25	July 1	Weighed 30 days from Feb. 19, 1889. 0.20 m. increase.
489.06	120.00	351.41	120.00	190,894.78	39,165.20	137,186.94	39,115.60	July 1	Weighed 60 days from Jan. 15, 1889. 0.06 m. decrease. r. p. o., $120 per m. for 294.4 miles, Baltimore to Grafton; $40 per m. for 95.93 m., Grafton to Bellaire.
78.96	.....	67.55	.....	296.25	.....	260.06	.....	July 1	Weighed 30 days from Feb. 19, 1889.
61.56	.....	55.58	.....	1,503.91	.....	1,365.04	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.13 m. decrease.
146.21	25.00	150.48	25.00	13,560.97	2,152.50	14,015.70	2,165.00	July 1	Weighed 30 days from Feb. 19, 1889. 0.39 m. decrease.
88.07	.....	67.55	.....	1,852.11	.....	1,423.95	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.05 m. decrease.
58.14	.....	51.30	.....	1,955.82	.....	1,725.73	.....	July 1	Weighed 30 days from Feb. 19, 1889.
42.75	.....	42.75	.....	1,328.24	.....	1,327.38	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. increase.
64.96	.....	54.72	.....	2,289.24	.....	1,929.42	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.03 m. decrease.
72.53	.....	59.00	.....	2,484.57	.....	1,993.61	.....	July 1	Do.
68.27	.....	65.84	.....	2,058.17	.....	2,048.28	.....	July 1	Weighed 30 days from Feb. 19, 1889. 1.42 m. increase.
1,157.67	150.00	732.59	150.00	52,708.71	6,829.50	33,304.98	6,810.00	July 1	Weighed 60 days from Jan. 15, 1889. 0.13 m. increase.
49.59	.....	46.17	.....	2,430.40	.....	2,262.79	.....	July 1	Weighed 30 days from Feb. 19, 1889.
103.83	.....	91.49	.....	7,817.20	.....	6,708.04	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.18 m decrease.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	DELAWARE—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*	
10016	Bayview (n. o.), Canton Docks (n. o.).	Northern Central Rwy.	2.10	128	--	no apt	3
10017	Baltimore, Md., Harper's Ferry, W. Va.	Baltimore and Ohio R. R.	81.49	2,272	24	apt. 19.6 by 8.7 (av.), 21.	24.5
10018	Lake Roland, Stevenson.	Northern Central Rwy.	5.51	89	20	no apt	6
10019	Emmitsburg, Rocky Ridge.	Emmitsburg R. R	7.19	222	--	do	13
10020	Intersection (n. o.), Pa., Glyndon, Md.	Western Maryland R. R.	20.71	735	--	apt. 14.3 by 7.5	14.5
10021	Edgemont, Md., Chambersburgh, Pa.	do	21.95	128	22	no apt	13
10022	Baltimore, South Baltimore.	Baltimore and Ohio R. R.	7.63	65	19	do	12
10023	Perryville, Port Deposit.	Pennsylvania R. R	4.58	332	20	apt. 11 by 6.4, 1 l	21
10024	Baltimore, Md., Delta, Pa.	Maryland Central Rwy	44.70	458	18	apt. 8.5 by 5.8, 2 l	11.5
10025	Brandywine, Mechanicsville.	Washington and Potomac R. R.	20	230	13	no apt	6
10026	St. Agnes Station (n. o.), Catonsville.	Baltimore and Potomac R. R.	4.01	104	18	do	12
10027	Philadelphia (Chestnut Street Station), Pa., Baltimore (Camden Station), Md.	Baltimore and Ohio R. R.	96	290	27	apt. 17.9 by 8.5, 1 l	9
10028	Baltimore, Annapolis.	Annapolis and Baltimore Short Line R.R.	25.27	160	23	no apt	6
	VIRGINIA.						
11001	Washington, D. C., Richmond, Va.	Richmond, Fredericksburgh and Potomac R. R.	115.37	27,577	29	r. p. o. 50 by 8.9, 2 l	20
11002	Washington, D. C. Lynchburgh, Va.	Richmond and Danville R. R.	174.04	39,671	26	r. p. o. 60 by 8, 1 l.; 80 by 8.9, 1 l.; 41.2 by 8.10, 1 l.; apt. (av.) 14.4 by 6.5, 2 l to W. O. & W. Junc. (n. e.); 1 l thence to Manassas.	22.5
11003	Manassas, Strasburgh.	do	62.86	602	18	apt. 12.9 by 6.9, 1 l	9.3
11004	Alexandria, Round Hill	do	50.62	793	20	apt. 16 by 6.2, 1 l	12
11005	Newport News, Va., Huntington, W. Va.	Chesapeake and Ohio Rwy.	497.54	2,614	28	apt. 20 by 8, 1 l	17.5
11006	Richmond, North Danville.	Richmond and Danville R. R.	140.89	3,306	26	r. p. o. 41.2 by 8.10, 1 l.; (not auth.).	14
11007	Richmond, West Point.	do	38.72	729	20	apt. 19.6 by 6.8, 1 l	13

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
42.75	.....	42.75	.....	253.50	.....	264.19	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.25 m. decrease.
73.53	.....	42.75	.....	2,451.49	.....	1,385.95	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.92 m. increase.
42.75	.....	42.75	.....	123.54	.....	130.81	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.17 m. decrease.
42.75	.....	42.75	.....	445.45	.....	443.74	.....	July 1	Weighed 30 days from Feb. 19, 1889. .04 m. increase.
42.75	.....	42.75	.....	331.31	.....	326.61	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.11 m. increase.
42.75	.....	42.75	.....	229.99	.....	231.70	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.04 m. decrease.
50.45	.....	42.75	.....	881.36	.....	751.11	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.1 m. decrease.
76.10	.....	53.87	.....	199.38	.....	142.21	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. decrease.
42.75	.....	42.75	.....	804.12	.....	803.70	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. increase.
47.88	.....	42.75	.....	331.32	.....	274.45	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.50 m. increase.
42.75	.....	42.75	.....	447.59	.....	447.59	.....	July 1	Weighed 30 days from Feb. 19, 1889.
42.75	.....	42.75	.....	271.89	.....	267.18	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.11 m. increase.
74.39	.....	76.95	.....	5,838.87	.....	6,042.11	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.03 m. decrease.
42.75	.....	42.75	.....	495.90	.....	474.09	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.51 m. increase.
42.75	.....	42.75	.....	447.59	.....	447.59	.....	July 1	Weighed 30 days from Feb. 19, 1889.
42.75	.....	42.75	.....	422.79	.....	399.71	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.54 m. increase.
42.75	.....	42.75	.....	709.65	.....	725.04	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.36 m. decrease.
64.98	.....	54.72	.....	155.95	.....	166.89	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.65 m. decrease.
42.75	.....	42.75	.....	350.55	.....	350.55	.....	July 1	Weighed 30 days from Feb. 19, 1889.
.....	.....	.....	.....	.....	.....	.....	.....	.....	Covered by route 8011 for July 1, 1889.
56.14	.....	50.45	.....	3,432.58	.....	3,002.27	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.47 m. decrease.
70.97	.....	65.84	.....	841.70	.....	780.86	.....	July 1	Weighed 30 days from Feb. 19, 1889.
42.75	.....	42.75	.....	178.13	.....	172.71	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. increase.
42.75	.....	42.75	.....	299.25	.....	299.25	.....	July 1	Weighed 30 days from Feb. 19, 1889.
42.75	.....	42.75	.....	139.79	.....	143.64	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.09 m. decrease.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	PENNSYLVANIA—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*	
8164	Warren, Pa., Salamanca, N. Y.	Western New York and Pennsylvania R. R.	42.09	350	25	apt. 14 by 8.6, 1 l	12
8165	Irvona, Punxsutawney.	Clearfield and Jefferson Rwy.	33.40	433	20	apt. 6.10 by 6.10, 1 l	12
8166	Turbotville, Watsontown.	Wilkes Barre and Western Rwy.	6.10	64	16	no apt	6
8167	Keating, Karthaus	Pennsylvania R. R.	23.15	69	13	do	6
8168	Coalport, Cresson	Cresson, Clearfield County and New York Short Route R. R.	25.22	114	25	do	6
8169	Hazleton, New Boston.	Lehigh Valley R. R	18.75	332	23	apt. 9 by 6, 1 l	24
8170	Luzerne, Alderson	do	13.26	70	21	no apt	12
8171	Forest House, Austin.	Sinnemahoning Valley R. R.	8.99	129	12	do	12
8172	Jameson City, Bloomsburgh.	Bloomsburgh and Sullivan R. R.	26.42	221	20	do	12
8173	Silver Brook, Silver Brook Junction (n. o.).	Lehigh Valley R. R.	2.59	34	23	do	6
8174	Wilkes Barre, Rock Glen Junction (n. o.).	Pennsylvania R. R.	39.56	261	23	apt. 9 by 6, 1 l	12
8175	New Boston, Pottsville.	do	10.09	355	24	apt. 9 by 6, 1 l	24
8176	Goff, Donohoe Station (n. o.).	do	4.26	80	..	no apt	12
8177	Vacant.						
8178	Beech Tree Junction (n. o.), Beech Tree.	Buffalo, Rochester and Pittsburgh Rwy.	3.03	58	20	do	12
8179	Wampum Junction (n. o.), Kenwood Junction (n. o.)	Pennsylvania Co	12.92	2,583	25	apt. 20.7 by 9 av., 2 l.	15
8180	Rock Hill Furnace, McNeal.	East Broad Top R. R. and Coal Co.	11.06	33	15	do	6
8181	Bear Creek, Bear Creek Junction (n. o.).	Lehigh Valley R. R.	5.43	19	23	do	6
	DELAWARE.						
9501	Wilmington, Delmar	Philadelphia, Wilmington and Baltimore R. R.	98.67	4,543	..	apt. 20.6 by 7.7, 2 l. to Dover; 48.95 m. 1 l. residue.	24. 6
9502	Delmar, Del., Crisfield, Md.	New York, Philadelphia and Norfolk R. R.	38.27	1,937	28	apt. 25 by 8.6, 1 l	15. 9

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
53.01	.....	22.70	.....	2,231.19	.....	1,000.00	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.10 m. decrease. $1,000 per annum, as per agreement to June 30, 1889.
39.00	.....	48.74	.....	1,970.69	.....	1,631.32	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.07 m. decrease.
42.75	.....	42.75	.....	260.77	.....	279.15	.....	uly 1	Weighed 30 days from Feb. 19, 1889. 0.43m. decrease.
42.75	.....	42.75	.....	948.91	.....	947.76	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. decrease.
42.75	.....	42.75	.....	1,078.15	.....	1,061.65	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.62 m. increase.
53.01	.....	47.03	.....	993.93	.....	849.35	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.69 m. increase.
42.75	.....	42.75	.....	566.93	.....	601.66	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.80 m. decrease.
42.75	.....	42.75	.....	384.32	.....	392.87	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.2 m. decrease.
42.61	.....	42.75	.....	901.35	.....	884.07	.....	July 1	Weighed 30 days from Feb. 19, 1889. 9.74 m. extension from Benton to Jameson City; from Apr. 1, 1889, not weighed.
42.75	.....	42.75	.....	110.72	.....	111.57	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. decrease.
47.03	.....	44.46	.....	1,861.44	.....	1,759.72	.....	July 1	Weighed 30 days from Feb. 19, 1889.
53.01	.....	47.02	.....	534.87	.....	486.07	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.12 m. decrease.
42.75	.....	42.75	.....	182.11	.....	183.39	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.03 m. decrease. Pay adjusted from Apr. 16, 1888, to June 30, 1889, on 4.29 m.
42.75	.....	51.30	.....	129.53	.....	115.42	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.78 m. increase. Formerly part of route No. 6127.
135.95	.....	135.95	.....	1,756.47	.....	1,699.37	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.42 m. increase.
42.75	.....	42.75	.....	473.67	.....	473.67	.....	July 1	Weighed 30 days from Feb. 19, 1889. Service established Jan. 21, 1889.
42.75	.....	42.75	.....	232.13	.....	232.13	.....	July 1	Weighed 30 days from Feb. 19, 1889. Service established Feb. 6, 1889.
164.16	.....	152.19	.....	16,197.66	.....	14,780.69	.....	July 1	Weighed 30 days from Feb. 19, 1889. 1.55 m. increase.
134.88	.....	107.73	.....	4,777.24	.....	4,118.51	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.04 m. increase.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	VIRGINIA—continued.		*Miles.*	*Pounds.*		*Feet and inches.*	
11031	Newport News, Fortress Monroe.	Chesapeake and Ohio Rwy.	10.96	577	..	no apt.	12.0
11032	Keysville, Va., Durham, N. C.	Richmond and Danville R. R.	87.96	729	20	apt. 12 by 8, 1 l.	7
11033	New River Depot, Pocahontas.	Norfolk and Western R. R.	75.01	1,269	21	apt. 18.3 by 8.7, 1 l.	14.2
11034	Claremont, Belfield	Atlantic and Danville Rwy.	54.51	93	13	no apt.	6
11035	Norfolk, Virginia Beach.	Norfolk and Virginia Beach R. R.	18.55	112	20	do	12
11036	Emporia, Va., Margarettsville, N. C.	Meherrin Valley Rwy.	18.22	39	20	do	6
11037	Suffolk, Whaleyville	Suffolk Lumber Co. R. R.	12.28	26	15	do	6
11038	North Danville, Va. Charlotte, N. C.	Richmond and Danville R. R.	142.80	30, 218	26	r. p. o. 60 by 8, 1 l.; 30 by 8.9, 1 l.	14
11039	Pulaski City, Ivanhoe Furnace.	Norfolk and Western R. R.	32.25	222	19	apt. 12 by 7, 1 l.	9
11040	Bristol, Tenn., Spear's Ferry, Va.	South Atlantic and Ohio R. R.	41.26	235	20	apt. 9 by 8.6, 1 l.	6
11041	Bremo Bluff, Arvonia	Chesapeake and Ohio Rwy.	4.93	18	12	no apt.	6
11042	Norfolk, Belfield	Atlantic and Danville Rwy.	77.95	88	13	do	6
11043	Graham, Tazewell C. H.	Norfolk and Western R. R.	20.39	269	13	do	6
11044	Lynchburgh, Rustburgh.	Lynchburgh and Durham R. R.	12.36	78	20	do	12
	WEST VIRGINIA.						
12001	Harper's Ferry, W. Va., Lexington, Va.	Baltimore and Ohio R. R.	165.38	1, 678	24	apt. 21.2 by 8, 2 l. to Winchester; 1 l. residue.	14.0
12002	Grafton, Parkersburgh	do	103.80	31, 289	31	r. p. o. 50.2 by 8.2, 2 l.; apt. 20.8 by 8.9, 1 l.	20.2
12003	Volcano Junction, Volcano.	Laurel Fork and Sand Hill R. R.	8.51	39	5	no apt.	12
12004	Pennsborough, Ritchie C. H.	Pennsboro and Harrisville Ritchie County Rwy.	9.25	162	12	do	12
12005	Wheeling Junction (n. o.), Wheeling.	Pittsburgh, Cincinnati and St. Louis Rwy.	24.45	1, 710	26	apt. 19 by 9, 1 l.	24

tories in which the contract term expired June 30, 1889, etc.—Continued.

verage; l., line or lines; m., miles.]

per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
olls.	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
5.84	.....	670.23	.....	707.78	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.70 m. decrease.
3.61	.....	6,469.16	.....	5,520.58	.....	July 1	Weighed 30 days from Feb. 19, 1889. 24.15 m. ext., Clarkesville to Oxford from June 13, 1888; 32.17 m. ext., Oxford to Durham from Dec. 10, 1888.
8.43	.....	7,183.95	.....	4,158.32	.....	July 1	Weighed 30 days from Feb. 19, 1889. 1.32 m. increase.
2.75	.....	2,330.30	.....	2,355.53	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.59 m. decrease.
12.75	.....	793.01	.....	803.70	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.23 m. decrease.
42.75	.....	778.90	.....	802.41	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.55 m. decrease.
42.75	.....	524.97	.....	563.01	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.89 m. decrease.
271.04	90.60	62,879.12	12,852.00	28,815.63	12,888.90	July 1	Weighed 30 days from Feb. 19, 1889. 0.41 m. decrease.
42.75	.....	1,406.42	.....	1,384.94	.....	July 1	Weighed 30 days from Feb. 19, 1889. 5.06 m. ext., Foster Falls to Austinville from Apr. 16, 1888; 3.22 m. ext., Austinville to Ivanhoe Furnace from June 25, 1888. 0.02 m. increase.
..	42.75	2,152.12	.....	1,903.06	.....	July 1	Weighed 30 days from Feb. 9, 1889. 9.34 m. ext., Estellville to Spear's Ferry from Aug. 27, 1888. 1.09 m. decrease.
...	.....	210.75	.....	.....	.....	1888. Oct. 1	Weighed 30 days from Feb. 19, 1889. New.
...	.....	3,332.36	.....	.....	.....	Nov. 19	Do.
...	.....	982.45	.....	.....	.....	Dec. 19	Do.
...	.....	512.57	.....	.....	.....	1889. Jan. 28	Weighed 30 days from May 7, 1889. New.
.....	92.34	18,807.01	.....	15,285.96	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.16 m. decrease.
0.00	374.49 80.00	46,771.24	8,304.00	39,134.20	8,360.00	July 1	Weighed 30 days from Feb. 19, 1889. 0.70 m. decrease.
.....	42.75	150.05	.....	300.10	.....	July 1	Weighed 30 days from Feb. 19, 1889. 3.51 m. decrease.
.....	42.75	395.43	.....	388.59	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.16 m. increase.
.....	74.39	2,823.26	.....	1,785.36	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.45 m. increase.

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Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	DELAWARE—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*	
10016	Bayview (n. o.), Canton Docks (n. o.).	Northern Central Rwy.	2.10	128	..	no apt	3
10017	Baltimore, Md., Harper's Ferry, W. Va.	Baltimore and Ohio R. R.	81.49	2,272	24	apt. 19.6 by 8.7 (av.), 21.	24.18
10018	Lake Roland, Stevenson.	Northern Central Rwy.	5.51	39	20	no apt	6
10019	Emmitsburg, Rocky Ridge.	Emmitsburg R. R	7.19	222	..	do	18
10020	Intersection (n. o.), Pa., Glyndon, Md.	Western Maryland R. R.	20.71	725	..	apt. 14.3 by 7.5	14.36
10021	Edgemont, Md., Chambersburgh, Pa.	do	21.95	128	22	no apt	18
10022	Baltimore, South Baltimore.	Baltimore and Ohio R. R.	7.63	65	19	do	12
10023	Perryville, Port Deposit.	Pennsylvania R. R	4.58	332	20	apt. 11 by 6.4, 1 l	21
10024	Baltimore, Md., Delta, Pa.	Maryland Central Rwy	44.70	458	18	apt. 8.5 by 5.8, 2 l	12.18
10025	Brandywine, Mechanicsville.	Washington and Potomac R. R.	20	330	18	no apt	6
10026	St. Agnes Station (n. o.), Catonsville.	Baltimore and Potomac R. R.	4.01	104	18	do	12
10027	Philadelphia (Chestnut Street Station), Pa., Baltimore (Camden Station), Md.	Baltimore and Ohio R. R.	96	290	27	apt. 17.9 by 8.5, 1 l	9
10028	Baltimore, Annapolis.	Annapolis and Baltimore Short Line R.R.	25.27	180	22	no apt	6
	VIRGINIA.						
11001	Washington, D. C., Richmond, Va.	Richmond, Fredericksburgh and Potomac R. R.	115.37	27,577	29	r. p. o. 50 by 8.9, 3 l	20
11002	Washington, D. C. Lynchburgh, Va.	Richmond and Danville R. R.	174.04	39,071	26	r. p. o. 60 by 9, 1 l; 50 by 8.9, 1 l; 41.2 by 8.10, 1 l; apt. (av.) 14.4 by 6.5, 2 l to W. O. & W. June. (n. o.); 1 l thence to Manassas.	33.37
11003	Manassas, Strasburgh.	do	62.86	602	18	apt. 12.9 by 6.9, 1 l	9.24
11004	Alexandria, Round Hill	do	50.62	793	20	apt. 16 by 6.2, 1 l	12
11005	Newport News, Va., Huntington, W. Va.	Chesapeake and Ohio Rwy.	497.54	2,614	28	apt. 20 by 8, 1 l	17.22
11006	Richmond, North Danville.	Richmond and Danville R. R.	140.83	3,306	26	r. p. o. 41.2 by 8.10, 1 l.; (not auth.).	14
11007	Richmond, West Point.	do	38.72	729	20	apt. 10.6 by 6.8, 1 l	12

nd Territories in which the contract term expired June 30, 1889, etc.—Continued.

nt; av., average; l., line or lines; m., miles.]

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
.....	76.10	.....	2,145.07	.....	2,060.02	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.38 m. decrease.
.....	42.75	.....	675.31	.....	390.73	.....	July 1	Weighed 30 days from Feb. 19, 1889. 1.83 m. increase.
.....	42.75	.....	194.08	.....	194.08	.....	July 1	Weighed 30 days from Feb. 19, 1889.
.....	42.75	.....	2,535.00	.....	1,958.79	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.21 m. decrease.
.....	47.03	.....	3,904.03	.....	2,807.69	.....	July 1	Weighed 30 days from Feb. 19, 1889. 1.16 m. decrease.
.....	44.46	.....	839.26	.....	724.25	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.07 m. decrease.
.....	48.73	.....	2,344.66	.....	2,046.60	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.45 m. decrease.
.....	75.24	.....	23,389.20	.....	12,963.09	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.22 m. decrease. Part between Point Pleasant and Huntington, 43.32 miles, under No. 12020 to June 30, 1889.
.....	42.75	.....	711.36	.....	711.36	.....	July 1	Weighed 30 days from Feb. 19, 1889.
.....	146.21	.....	806.75	.....	584.84	.....	July 1	Do.
.....	42.75	.....	334.73	.....	334.73	.....	July 1	Weighed 30 days from Feb. 19, 1889. 4.55 m. ext., Freeman's to Dubring from May 21, 1888.
.....	45.32	.....	1,342.52	.....	1,176.05	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.22 m. increase.
.....	57.28	.....	1,662.62	.....	1,653.67	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.69 m. decrease.
.....	.....	.....	.....	.....	.....	.....	.....	Covered by ext. of route No. 12013.
5	42.75	.....	481.36	.....	468.11	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.31 m. increase.
5	.....	.....	346.27	.....	.....	.....	1888. Nov. 5	Weighed 30 days from Feb. 19, 1889. New.
75	.....	.....	274.02	.....	.....	.....	Dec. 10	Do.
75	.....	.....	572.85	.....	.....	.....	1889. Jan. 28	Weighed 30 days from March 26, 1889. New.
84	53.01	.....	14,694.82	.....	12,022.84	.....	1889. Feb. 19	Weighed 30 days from Feb. 19, 1889. 8.34 m. ext., Pilot Mountain to Bliss from May 7, 1888. 6.59 m. ext., Bliss to Mount Airy from June 5, 1888.
75	.....	.....	1,515.48	.....	.....	.....	1888. Mar. 19	Weighed 30 days from Feb. 19, 1889. 38.92 m. Boykins to Roxobel from March 19, 1888; 6.53 m. ext., Roxobel to Lewiston from Nov. 12, 1888. New.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	NORTH CAROLINA—continued.		*Miles.*	*Pounds.*		*Feet and inches.*	
13034	Hamlet, Gibson Station.	Raleigh and Augusta Air Line R. R.	10.50	168	20	apt. 13.6 by 6.6, 1 l	6
13035	Wilmington, Wrightsville.	Wilmington Seacoast R. R.	9.24	18	30	no apt	6
13036	Cameron, Carthage	Carthage R. R	10.78	133	20	do	6
	SOUTH CAROLINA.						
14026	Blackville, Perry	Blackville, Alston and Newberry R. R.	23.83	61	20	do	7
14028	Ravenels, Young's Island.	Charleston and Savannah Rwy.	5.70	89	30	do	9
14029	Atkins, Bishopville	Bishopville R. R	15.79	37	15	do	6
	GEORGIA.						
15052	Macon, Madison	Covington and Macon R. R.	72.61	218	20	apt. 20.4 by 8.8, 1 l	6
15056	Atlanta, Fort Valley	Atlanta and Florida R. R.	105.14	166	20	apt. 8.3 by 6.10, 1 l	6
15057	Chattanooga, Tenn., Carrollton, Ga.	Chattanooga, Rome and Columbus R. R.	138.00	378	19	apt. 18 by 7, 1 l	7
	FLORIDA.						
16019	Wildwood, Plant City.	Florida Central and Peninsular R. R.	65.80	212	24	apt. 13.2 by 6 (av.), 1 l	6
16029	Monroe (n. o.), St. Petersburgh.	Orange Belt Rwy	149.28	480	19	apt. 13.5 by 7.6, 1 l	7.2
16033	Ocala, Homosassa	Silver Springs, Ocala and Gulf R. R.	48.98	151	21	apt. 7.3 by 6, 1 l	6

ies and Territories in which the contract term expired June 30, 1889, etc.—Continued.

artment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1888.	
42.75	.....	.....	.....	448.87	.....	.....	.....	July 1	Weighed 30 days from Feb. 19, 1889. From March 12, 1888, pay at $37.62 per m. New.
42.75	.....	.....	.....	395.01	.....	.....	.....	July 1	Weighed 30 days from Feb. 19, 1889. From June 11, 1888, pay at $20.52 per m. New.
42.75	.....	.....	.....	460.84	.....	.....	.....	Oct. 29	Weighed 30 days from Feb. 19, 1889. New.
42.75	.....	.....	.....	1,018.72	.....	.....	.....	July 1	Weighed 30 days from Feb. 19, 1889. 16.14 m., Blackville to Sally from March 12, 1888; 7.69 m. ext., Sally to Perry from Dec. 3, 1888. Pay prior to July 1, 1888, at $21.38 per m. New.
42.75	.....	.....	.....	243.67	.....	.....	.....	July 1	Weighed 30 days from Feb. 19, 1889. From June 18, 1888, pay at $25.65 per m. New.
42.75	.....	.....	.....	675.02	.....	.....	.....	July 1	Weighed 30 days from Feb. 19, 1889. From June 25, 1888, pay at $20 52 per m. New.
43.60	.....	42.75	.....	3,165.79	.....	2,544.48	.....	Nov. 19	Weighed 30 days from Nov. 19, 1888. 27.16 m. ext., Monticello to Madison from June 11, 1888.
42.75	.....	.....	.....	4,494.72	.....	.....	.....	Sept. 17	Weighed 30 days from Nov. 19, 1888. 51.26 m. Atlanta to Zebulon from May 14, 1888, at $37.62 per m.; 25.53 m. ext., Zebulon to Culloden from Aug. 6, 1888; 28.35 m. ext., Culloden to Fort Valley from Sept. 17, 1888. New.
54.72	.....	.....	.....	7,551.36	.....	.....	.....	Sept. 24	Weighed 30 days from Feb. 19, 1889. New.
								1889.	
34.88	.....	34.20	.....	2,295.10	.....	2,042.46	.....	Feb. 19	Weighed 30 days from Feb. 19, 1889. 43.14 m. ext., Massaceto Plant City from May 21, 1888. Land grant.
62.42	.....	44.46	.....	9,318.05	.....	2,114.33	.....	Feb. 19	Weighed 30 days from Feb. 19, 1889. 64.94 m. ext., Mascotto to Tarpon Springs from Apr. 23, 1888; 33.08 m. ext., Tarpon Springs to St. Petersburgh from July 16, 1888.
42.75	.....	42.75	.....	1,746.01	.....	739.25	.....	Feb. 4	Weighed 30 days from Feb. 19, 1889. 23.55 m. ext., Dunnellon to Homosassa from Feb. 4, 1889.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	FLORIDA—continued.		*Miles.*	*Pounds.*		*Feet and inches.*	
16034	Tavares, Clermont	Tavares, Apopka and Gulf R. R.	29.34	92	13	no apt.....	6
16035	Thomasville, Ga., Monticello, Fla.	Savannah, Florida and Western Rwy.	24.84	233	18	.....do	14
16036	Jacksonville, Mayport.	Jacksonville, Mayport, Pablo Rwy. and Navigation Co.	18.61	102	16	.....do	6
	ALABAMA.						
17011	Sheffield, Jasper.....	Sheffield and Birmingham Coal, Iron and Rwy. Co.	87.70	234	21	apt. 14.9 by 8.9, 1 l....	7
17016	Opelika, Birmingham..	Savannah and Western R. R.	128.73	436	24	apt. 12.10 by 9, 1 l.....	7
17021	Eufaula, Ozark.....	.....do	59.51	223	13	apt. 24.8 by 9.1, 1 l.....	7
17033	Rome, Ga., Atalla, Ala.	Rome and Decatur R. R	63.70	179	10	apt. 8.4 by 6.10, 1 l.....	6
17034	Mobile, Selma.....	Mobile and Birmingham Rwy.	163.22	302	22	apt. (av.), 19.10 by 8.8, 1 l.	7
17035	Anniston, Attalla.....	Anniston and Cincinnati R. R.	35.99	331	21	apt. 9 by 8.6, 1 l	20
	MISSISSIPPI.						
18008	Middleton, Tenn., Pontotoc, Miss.	Ship Island, Ripley and Kentucky R. R.	62.68	180	13	apt. 8.6 by 6, 1 l	7
18024	Amory, Aberdeen.....	Kansas City, Memphis and Birmingham R. R.	13.98	87	18	no apt.....	12
	TENNESSEE.						
19016	Dickson, Kimmins...	Nashville, Chattanooga and St. Louis Rwy.	47.07	188	10	apt. 7.8 by 5, 1 l.....	6
19017	Columbus, Tenn., Sheffield, Ala.	Nashville and Florence R. R.	86.85	492	21	apt. 18 by 8.10, 1 l.....	6
19021	Spring City, Jewett ..	Tennessee Central R. R.	12.31	60	12	no apt	6
19022	Keathley (n. o.), Clinton.	East Tennessee, Virginia and Georgia Rwy.	30.57	811	16	apt. 15 by 9.5, 1 l.....	7
19023	Iron City, Pinkney...	Nashville, Florence and Sheffield Rwy.	11.65	46	12	no apt	6

States and Territories in which the contract term expired June 30, 1889, etc.—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1888.	
42.75	.....	.....	.....	1,254.28	.....	.....	.....	July 23	Weighed 30 days from Feb. 19, 1889. New.
44.46	.....	.....	.....	1,104.38	.....	.....	.....	Nov. 5	Do.
42.75	.....	.....	.....	795.57	.....	.....	.....	Dec. 24	Do.
44.46	.....	.....	.....	3,809.14	.....	.....	.....	July 9	Do.
59.00	.....	54.72	.....	7,595.07	.....	7,337.15	.....	1889. Feb. 19	Weighed 30 days from Feb. 19, 1889. 16.85 m. ext., Goodwater to Sylacauga from March, 1, 1888; 9.72 m. ext., Sylacauga to Childersburgh from June 25, 1888; 42.01 m. ext., Childersburgh to Birmingham from Sept. 24, 1888.
43.61	.....	42.75	.....	2,595.23	.....	2,578.88	.....	Feb. 19	Weighed 30 days from Feb. 19, 1889. 38.03 m. ext., Clayton to Ozark from Dec. 10, 1888.
42.75	.....	.....	.....	2,723.17	.....	.....	.....	1888. Nov. 12	Weighed 30 days from Feb. 19, 1889. New.
49.59	.....	.....	.....	7,575.76	.....	.....	.....	Nov. 12	Weighed 30 days from Feb. 19, 1889. 14.10 m., Marion Junction to Selma, lap service over route No. 17009 at $12.83 per m. New.
51.30	.....	.....	.....	1,846.28	.....	.....	.....	Dec. 3	Weighed 30 days from Feb. 19, 1889. New.
42.75	.....	42.75	.....	2,984.93	.....	2,183.80	.....	July 2	Weighed 30 days from Feb. 19, 1889. 18.74 m. ext., New Albany to Pontotoc from July 2, 1888.
42.75	.....	.....	.....	597.04	.....	.....	.....	July 2	Weighed 30 days from Feb. 19, 1889. New.
42.75	.....	45.31	.....	2,012.24	.....	2,124.16	.....	1889. Feb. 19	Weighed 30 days from Feb. 19, 1889. 3.35 m. ext., Ætna to Kimmins from Jan. 21, 1889.
63.27	.....	47.88	.....	5,494.99	.....	4,612.99	.....	Feb. 19	Weighed 30 days from Feb. 19, 1889. 29.54 m. ext., St. Joseph, Tenn., to Sheffield, Ala., from Sept. 3, 1888.
42.75	.....	42.75	.....	477.95	.....	350.13	.....	Jan. 14	Weighed 30 days from Feb. 19, 1889. 2.99 m. ext., Balta to Jewett from Jan 14, 1889.
76.95	.....	42.75	.....	2,352.36	.....	1,779.84	.....	Feb. 19	Weighed 30 days from Feb. 19, 1889. 13.83 m. ext., Oliver Springs to Clinton from Sept. 17, 1888.
42.75	.....	.....	.....	498.03	.....	.....	.....	1888. Oct. 15	Weighed 30 days from Feb. 19, 1889. New.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

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Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	FLORIDA—continued.		*Miles.*	*Pounds.*		*Feet and inches.*	
16034	Tavares, Clermont	Tavares, Apopka and Gulf R. R.	29.34	92	13	no apt.....	6
16035	Thomasville, Ga., Monticello, Fla.	Savannah, Florida and Western Rwy.	24.84	233	18	.....do	14
16036	Jacksonville, Mayport.	Jacksonville, Mayport, Pablo Rwy. and Navigation Co.	18.61	102	16	.....do	6
	ALABAMA.						
17011	Sheffield, Jasper.....	Sheffield and Birmingham Coal, Iron and Rwy. Co.	87.70	234	21	apt. 14.9 by 8.9, 1 l.....	7
17016	Opelika, Birmingham..	Savannah and Western R. R.	128.73	436	24	apt. 12.10 by 9, 1 l.....	7
17021	Eufaula, Ozark.....	.....do	59.51	223	13	apt. 24.8 by 9.1, 1 l.....	7
17033	Rome, Ga., Atalla, Ala.	Rome and Decatur R. R	63.70	179	10	apt. 8.4 by 6.10, 1 l.....	6
17034	Mobile, Selma.....	Mobile and Birmingham Rwy.	163.22	302	22	apt. (av.), 19.10 by 8.8, 1 l.	7
17035	Anniston, Attalla.....	Anniston and Cincinnati R. R.	35.99	331	21	apt. 9 by 8.6, 1 l	20
	MISSISSIPPI.						
18008	Middleton, Tenn., Pontotoc, Miss.	Ship Island, Ripley and Kentucky R. R.	62.68	180	13	apt. 8.6 by 6, 1 l	7
18024	Amory, Aberdeen.....	Kansas City, Memphis and Birmingham R. R.	13.98	87	18	no apt.....	12
	TENNESSEE.						
19016	Dickson, Kinmins...	Nashville, Chattanooga and St. Louis Rwy.	47.07	188	10	apt. 7.8 by 5, 1 l.....	6
19017	Columbus, Tenn., Sheffield, Ala.	Nashville and Florence R. R.	86.85	492	21	apt. 18 by 8.10, 1 l.....	6
19021	Spring City, Jewett ..	Tennessee Central R. R.	12.31	60	12	no apt	6
19022	Keathley (n. o.), Clinton.	East Tennessee, Virginia and Georgia Rwy.	30.57	811	16	apt. 15 by 9.5, 1 l.....	7
19023	Iron City, Pinkney...	Nashville, Florence and Sheffield Rwy.	11.65	46	12	no apt	6

States and Territories in which the contract term expired June 30, 1889, *etc.*—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
80. 37	.....	76. 10	.....	2, 145. 07	.....	2, 060. 02	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.38 m. decrease.
61. 56	.....	42. 75	.....	675. 31	.....	390. 73	.....	July 1	Weighed 30 days from Feb. 19, 1889. 1.83 m. increase.
42. 75	.....	42. 75	.....	194. 08	.....	194. 08	.....	July 1	Weighed 30 days from Feb. 19, 1889.
55. 56	.....	42. 75	.....	2, 535. 00	.....	1, 958. 79	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.21 m. decrease.
66. 69	.....	47. 03	.....	3, 904. 03	.....	2, 807. 69	.....	July 1	Weighed 30 days from Feb. 19, 1889. 1.16 m. decrease.
51. 20	.....	44. 46	.....	839. 26	.....	724. 25	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.07 m. decrease.
56. 43	.....	48. 73	.....	2, 344. 66	.....	2, 046. 60	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.45 m. decrease.
108. 59	.....	75. 24	.....	23, 389. 20	.....	12, 963. 09	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.22 m. decrease. Part between Point Pleasant and Huntington, 43.32 miles, under No. 12020 to June 30, 1889.
42. 75	.....	42. 75	.....	711. 36	.....	711. 36	.....	July 1	Weighed 30 days from Feb. 19, 1889.
163. 31	.....	146. 21	.....	806. 75	.....	584. 84	.....	July 1	Do.
42. 75	.....	42. 75	.....	834. 73	.....	834. 73	.....	July 1	Weighed 30 days from Feb. 19, 1889. 4.55 m. ext., Freeman's to Dubring from May 21, 1888.
51. 30	.....	45. 32	.....	1, 342. 52	.....	1, 176. 05	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.22 m. increase.
59. 00	.....	57. 28	.....	1, 602. 62	.....	1, 653. 67	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.69 m. decrease.
.....	.....	.....	.....	.....	.....	.....	.....	.....	Covered by ext. of route No. 12013.
42. 75	.....	42. 75	.....	481. 36	.....	468. 11	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.31 m. increase.
42. 75	.....	.....	.....	346. 27	.....	.....	.....	1888. Nov. 5	Weighed 30 days from Feb. 19, 1889. New.
42. 75	.....	.....	.....	274. 02	.....	.....	.....	Dec. 10	Do.
42. 75	.....	.....	.....	572. 85	.....	.....	.....	1889. Jan. 28	Weighed 30 days from March 26, 1889. New.
65. 84	.....	53. 01	.....	14, 694. 82	.....	12, 022. 84	.....	1889. Feb. 10	Weighed 30 days from Feb. 19, 1889. 8.34 m. ext., Pilot Mountain to Bliss from May 7, 1888. 6.59 m. ext., Bliss to Mount Airy from June 5, 1888.
42. 75	.....	.....	.....	1, 515. 48	.....	.....	.....	1888. Mar. 19	Weighed 30 days from Feb. 19, 1889. 28.92 m. Boykins to Roxobel from March 19, 1888; 6.53 m. ext., Roxobel to Lewiston from Nov. 12, 1888. New.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad route*

[Abbreviations: r. p. o., railway post-office; a

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per
	TENNESSEE—continued.		*Miles.*	*Pounds.*		*Feet and inches.*	
19028	Moffatt (n. o.), Troy...	Troy and Tiptonville R. R.	4.70	132	18	no apt	13
	KENTUCKY.						
20025	Huntington, W. Va., Cincinnati, Ohio.	Maysville and Big Sandy R. R.	160.88	2,492	30	apt. 20.5 by 8.10, 2 l. to Ashland 16.08 m.; 1 l. residue.	17.
20037	Corbin, Pineville.....	Louisville and Nashville R. R.	31.43	284	15	apt. 14.9 by 9.6, 1 l.....	16.
20038	Elizabethtown, Hodgensville.	Hodgensville and Elizabethtown R. R.	11.70	124	18	no apt	22.
20039	Louisville, Harrodsburgh.	Louisville Southern R. R.	84.80	646	20	apt. 15 by 9, 1 l.....	6.
	OHIO.						
21005	Cleveland, Ohio, Pymatuning (n. o.), Pa.	New York, Lake Erie and Western R. R.	88.48	5,440	25	apt. 18.3 by 9, 1½ l.....	28.
21007	Elyria, Millbury	Lake Shore and Michigan Southern Rwy.	75.01	14,612	30	r. p. o. 60 by 9.2, 2 l. inward; apt. 28.6 by 9, 2 l.	26
21014	Columbus, Cincinnati.	Pittsburgh, Cincinnati and St. Louis Rwy.	120.29	26,660	31	r. p. o. 60 by 8.7, 2 l.; apt. (av.) 19.1 by 9.4, 1 l.	25
21015	Columbus, Ohio, Indianapolis, Ind.	Chicago, St. Louis and Pittsburgh R. R.	189.66	69,420	30	r. p. o. 60 by 8.7, 4 l.; 40 by 8.7, 1 l.	41.
21020	Sandusky, Ohio, Peoria, Ill.	Lake Erie and Western Rwy.	418.71	695	25	apt. 18.3 by 9.2, 1 l ..	12
21025	Cincinnati, Ohio, Richmond, Ind.	Chicago, St. Louis and Pittsburgh R. R.	74.63	2,382	27	apt. 19.1 by 8 3, 1 l....	19
21032	Pittsburgh, Pa., Columbus, Ohio.	Pittsburgh, Cincinnati and St. Louis Rwy.	193.85	92,178	24	r. p. o. 60 by 8.7, 6 l.; 40 by 8.7, 1 l.; apt. 19 by 9.9, 2 l. to Putnam; 1 l. thence to Steubenville.	63
21045	Toledo, Ohio, Elkhart, Ind.	Lake Shore and Michigan Southern Rwy.	133.07	42,996	32	r. p. o. 60 by 9, 3 l.	2

States and Territories in which the contract term expired June 30, 1889, etc.—Continued.

apartment; av., average; l., line or lines; m., miles.]

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Dolls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1888.	
42.75	.....	.....	.....	448.87	.....	.....	.....	July 1	Weighed 30 days from Feb. 19, 1889. From March 12, 1888, pay at $37.62 per m. New.
42.75	.....	.....	.....	395.01	.....	.....	.....	July 1	Weighed 30 days from Feb. 19, 1889. From June 11, 1888, pay at $20.52 per m. New.
42.75	.....	.....	.....	460.84	.....	.....	.....	Oct. 29	Weighed 30 days from Feb. 19, 1889. New.
42.75	.....	.....	.....	1,018.72	.....	.....	.....	July 1	Weighed 30 days from Feb. 19, 1889. 16.14 m., Blackville to Sally from March 12, 1888; 7.69 m. ext., Sally to Perry from Dec. 3, 1888. Pay prior to July 1, 1888, at $21.38 per m. New.
42.75	.....	.....	.....	243.67	.....	.....	.....	July 1	Weighed 30 days from Feb. 19, 1889. From June 18, 1888, pay at $25.65 per m. New.
42.75	.....	.....	.....	675.02	.....	.....	.....	July 1	Weighed 30 days from Feb. 19, 1889. From June 25, 1888, pay at $20.52 per m. New.
43.60	.....	42.75	.....	3,165.79	.....	2,544.48	.....	Nov. 19	Weighed 30 days from Nov. 19, 1888. 27.10 m. ext., Monticello to Madison from June 11, 1888.
42.75	.....	.....	.....	4,494.72	.....	.....	.....	Sept. 17	Weighed 30 days from Nov. 19, 1888. 51.26 m. Atlanta to Zebulon from May 14, 1888, at $37.62 per m.; 25.53 m. ext., Zebulon to Culloden from Aug. 6, 1888; 28.35 m. ext., Culloden to Fort Valley from Sept. 17, 1888. New.
54.72	.....	.....	.....	7,551.36	.....	.....	.....	Sept. 24	Weighed 30 days from Feb. 19, 1889. New.
								1889.	
34.88	.....	34.20	.....	2,295.10	.....	2,042.46	.....	Feb. 19	Weighed 30 days from Feb. 19, 1889. 43.14 m. ext., Massaceto Plant City from May 21, 1888. Land grant.
62.42	.....	44.46	.....	9,318.05	.....	2,114.33	.....	Feb. 19	Weighed 30 days from Feb. 19, 1889. 64.94 m. ext., Mascotto to Tarpon Springs from Apr. 23, 1888; 33.08 m. ext., Tarpon Springs to St. Petersburgh from July 16, 1888.
42.75	.....	42.75	.....	1,746.01	.....	739.25	.....	Feb. 4	Weighed 30 days from Feb. 19, 1889. 23.55 m. ext., Dunnellon to Homosassa from Feb. 4, 1889.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	OHIO—continued.		*Miles.*	*Pounds.*		*Feet and inches.*	
21050	Deshler, Findlay	Columbus, Findlay and Northern Rwy.	19.66	159	30	no apt	20.62
21075	Addison, Mich., Franklin, Ohio.	Cincinnati, Jackson and Mackinaw R. R.	190.20	465	23	apt. 14.2 by 7.3, 1 l	6.12
21095	Buffalo, N. Y., Chicago, Ill.	Lake Shore and Michigan Southern Rwy.	540.26	114,749	29	See parts	37.69
21095	Buffalo, Elyria	do	208.32			r. p. o. 60 by 9.7, 7 l.; 50 by 9, 1 l.	
21095	Elyria, Millbury	do	79.77			r. p. o. 60 by 9, 7 l. out, 5 l. in, 50 by 9, 1 l.	
21095	Millbury, Toledo	do	8.07			r. p. o. 60 by 9, 7 l.; 50 by 9, 1 l.	
21095	Toledo, Elkhart	do	142.90			r. p. o. 60 by 9, 4 l.; 50 by 9, 1 l.	
21095	Elkhart, Chicago	do	101.20			r. p. o. 60 by 9, 7 l.; 50 by 9, 1 l.	
21090	Marietta, Stewart	Marietta, Columbus and Northern R. R.	29.90	330	20	apt. 8.3 by 6.9, 1 l. between Marietta and Federal Junction (n. o.), 26 m. no apt. residue.	11.21
21100	Zanesville, Marietta	Zanesville and Ohio River Rwy.	74.79	449	20	apt. 15 by 8.4, 1 l	14.62
21102	Killbuck, Trinway	Cleveland, Akron and Columbus Rwy.	34.14	214	25	apt. 15 by 8.7, 1 l	6
21103	Darlington (n. o.), Dillon.	Columbus and Eastern R. R.	9.32	36	20	no apt	6
	INDIANA.						
22002	Indianapolis, Terre Haute.	Terre Haute and Indianapolis R. R.	71.39	66,712	30	r. p. o. 60 by 8.7, 4 l.; 40 by 8.7, 1 l.; apt. 17.8 by 8.11 (av.) 2 l.	55
22044	Terre Haute, Ind., East St. Louis, Ill.	do	167.75	63,400	29	r. p. o. 60 by 8.7, 4 l.; 40 by 8.7, 1 l.; apt. 19.10 by 9, 1 l.	51.61
22053	Brazil, Saline City	Evansville and Indianapolis R. R.	12.31	92	21	no apt	12
22057	Goodland, Ind., Momence, Ill.	Chicago and Indiana Coal Rwy.	34.64	402	22	apt. 14 by 7.4, 1 l	6
22058	Goshen, Ind., Sturgis, Mich.	Canada and St. Louis Rwy.	29.21	88	17	no apt	7.95
	ILLINOIS.						
23007	Chicago, Ill., Burlington, Iowa.	Chicago, Burlington and Quincy R. R.	206	83,760	33	r. p. o. 60 by 9.3, 6 l. to Galesburgh, 162.70 m.; 5 l. residue, 43.30 m.; apt. 27.3 by 8.9, 1 l. to Aurora, 37.60 m.; 11 by 6, 1 l. Gladstone to Burlington, 9.40 m.	50.38

States and Territories in which the contract term expired June 30, 1889, *etc.*—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re adjustment.	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1888.	
42.75	.....	.....	.....	1,254.28	.....	.....	.....	July 23	Weighed 30 days from Feb. 19, 1889. New.
44.46	.....	.....	.....	1,104.38	.....	.....	.....	Nov. 5	Do.
42.75	.....	.....	.....	795.57	.....	.....	.....	Dec. 24	Do.
44.46	.....	.....	.....	3,809.14	.....	.....	.....	July 9	Do.
59.00	.....	54.72	.....	7,595.07	.....	7,337.15	.....	1889. Feb. 19	Weighed 30 days from Feb. 19, 1889. 16.85 m. ext., Goodwater to Sylacauga from March, 1, 1888; 9.72 m. ext., Sylacauga to Childersburgh from June 25, 1888; 42.01 m. ext., Childersburgh to Birmingham from Sept. 24, 1888.
43.61	.....	42.75	.....	2,505.23	.....	2,578.88	.....	Feb. 19	Weighed 30 days from Feb. 19, 1889. 38.08 m. ext., Clayton to Ozark from Dec. 10, 1888.
42.75	.....	.....	.....	2,723.17	.....	.....	.....	1888. Nov. 12	Weighed 30 days from Feb. 19, 1889. New.
49.59	.....	.....	.....	7,575.76	.....	.....	.....	Nov. 12	Weighed 30 days from Feb. 19, 1889. 14.10 m., Marion Junction to Selma, lap service over route No. 17009 at $12.83 per m. New.
51.30	.....	.....	.....	1,846.28	.....	.....	.....	Dec. 3	Weighed 30 days from Feb. 19, 1889. New.
42.75	.....	42.75	.....	2,984.93	.....	2,183.80	.....	July 2	Weighed 30 days from Feb. 19, 1889. 18.74 m. ext., New Albany to Pontotoc from July 2, 1888.
42.75	.....	.....	.....	597.64	.....	.....	.....	July 2	Weighed 30 days from Feb. 19, 1889. New.
42.75	.....	45.31	.....	2,012.24	.....	2,124.16	.....	1889. Feb. 19	Weighed 30 days from Feb. 19, 1889. 3.35 m. ext., Ætna to Kimmins from Jan. 21, 1889.
63.27	.....	47.88	.....	5,494.99	.....	4,612.99	.....	Feb. 19	Weighed 30 days from Feb. 19, 1889. 29.54 m. ext., St. Joseph, Tenn., to Sheffield, Ala., from Sept. 3, 1888.
42.75	.....	42.75	.....	477.95	.....	350.13	.....	Jan. 14	Weighed 30 days from Feb. 19, 1889. 2.99 m. ext., Balta to Jowett from Jan 14, 1889.
76.95	.....	42.75	.....	2,352.36	.....	1,770.84	.....	Feb. 19	Weighed 30 days from Feb. 19, 1889. 13.83 m. ext., Oliver Springs to Clinton from Sept. 17, 1888.
42.75	.....	.....	.....	498.03	.....	.....	.....	1888. Oct. 15	Weighed 30 days from Feb. 19, 1889. New.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	ILLINOIS--continued.		*Miles.*	*Pounds.*		*Feet and inches.*	
23035	Chicago, Ill., Milwaukee, Wis.	Chicago, Milwaukee and St. Paul Rwy.	85.39	72,000	33	r. p. o., 60.1 by 9, 2 l.; 50.1 by 9.3, 2 l. (40 feet authorized).	48.25
23096	Chicago, Ill., Dubuque, Iowa.	Chicago, St. Paul and Kansas City, Rwy.	167.33	1,612	28	apt. 25 by 9.5, 1 l.	12
23097	Marion, Ill., Paducah, Ky.	St. Louis, Alton and Terre Haute R. R.	57.01	513	33	apt. 24 by 9, 1 l.	12.04
23098	Chicago, Ill., Kansas City, Mo.	Chicago, Santa Fé and California Rwy.	454.82	960	23	apt. 26.3 by 9.4, 1 l. to Fort Madison, 236.83 m.; 2 l. residue.	14.71
23100	Millstadt Junction (n. o.), Millstadt.	Mobile and Ohio R. R.	7	73	..	no apt	12
23101	Chicago, Evanston	Chicago, Milwaukee and St. Paul Rwy.	12.60	84	16	do	12
23102	Streator, Walnut	Chicago, Burlington and Quincy R. R.	59.92	68	21	do	6
23103	Freeport, Ill., Madison, Wis.	Illinois Central R. R. Co., lessee of Chicago, Madison and Northern R. R.	63.16	716	25	apt. 15 by 7.3, 1 l.	6
23104	Red Oak, Ill., Dodgeville, Wis.	Illinois Central R. R.	57.35	263	22	apt. 15 by 7.2, 1 l.	6
	MICHIGAN.						
24006	Detroit, Jackson	Michigan Central R. R.	76.06	22,134	40	r. p. o. 44 by 9, 1 l. (40 feet authorized); 50 by 9, 2 l. apt. (av.) 18.6 by 8.11, 5½ l. to Wayne Junction, 18 m., 3½ l. residue.	68.83
24010	Jackson, Grand Rapids.	do	94.68	4,914	30	r. p. o. 50 by 9, 1 l. apt. 15.6 by 9, 1 l.	25
24065	Mount Pleasant, Cadillac.	Toledo, Ann Arbor and North Michigan Rwy.	64.57	959	24	apt. 16 by 9, 1 l.	16.52
24071	Bessemer, Mich., Mellen, Wis.	Penokee R. R.	33.72	47	22	no apt	7

States and Territories in which the contract term expired June 30, 1888, *etc.*—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1888.	
836.64	200.00	701.96	200.00	75,710.19	17,078.00	60,354.52	17,078.00	July 1	Weighed 30 days from Jan. 15, 1889. Route under contract to Mar. 13, 1892.
								1889.	
111.16	.....	65.83	.....	17,316.49	.....	6,292.68	.....	Mar. 15	Weighed 30 days from Mar. 15, 1889. 71.74 m. ext. from German Valley to Dubuque from Apr. 9, 1888. 14.42 m. (Portage Curve (n. o.) to Dubuque), at $22.23 per m.
64.13	.....	42.75	.....	3,656.05	.....	655.78	.....	Aug. 20	Weighed 30 days from Aug. 20, 1889. From Jan. 1, 1889, on 41.67 m. exten. from Parker City (n. o.) to Paducah.
83.79	.....	.....	.....	38,109.36	.....	.....	.....	Mar. 15	Weighed 30 days from Mar. 15, 1889. On 236.82 m., Chicago to Fort Madison, from Feb. 20, 1888. From May 28, 1888, on 218 m. exten. from Fort Madison to Kansas City. New.
								1888.	
42.75	.....	.....	.....	209.25	.....	.....	.....	Apr. 30	Weighed 30 days from Mar. 15, 1889. From Apr. 30 to June 30, 1888, at $23.09 per m. New.
42.75	.....	.....	.....	538.65	.....	.....	.....	Sept. 3	Weighed 30 days from Mar. 15, 1889. New.
42.75	.....	.....	.....	3,561.58	.....	.....	.....	Sept. 24	Do.
72.68	.....	.....	.....	4,590.46	.....	.....	.....	Oct. 1	Do.
47.63	.....	.....	.....	2,697.17	.....	.....	.....	Oct. 8	Do.
353.97	65.00	306.94	105.00	26,922.95	7,986.30	87,631.37	18,557.50	July 16	Weighed 30 days from Jan. 22, 1889. Route formerly from Detroit to Chicago; curtailed to end at Jackson from July 16, 1888. An additional line of 40 ft. r. p. o. cars authorized between Detroit and Jackson from July 16, 1888.
169.29	40.00	155.61	.....	16,028.87	3,787.20	14,733.15	.....	July 16	Weighed 30 days from Jan. 22, 1889. 1 l. 40 ft. r. p. o. cars authorized from July 16, 1888.
82.94	.....	.....	.....	5,855.43	.....	.....	.....	Sept. 10	Weighed 30 days from Feb. 20, 1889. New.
								1887.	
42.75	.....	.....	.....	1,441.53	.....	.....	.....	Oct. 10	Weighed 30 days from Mar. 19, 1888. From Oct. 10, 1887, to June 30, 1888, at $20.52 per m. New.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	MICHIGAN—continued.		*Miles.*	*Pounds.*		*Feet and inches.*	
24077	Kalamazoo, Hastings.	Kalamazoo and Hastings Construction Co. (Limited), operating the Chicago, Kalamazoo and Saginaw Rwy.	31.08	143	16	no apt	9.77
24078	Ludington, Stetson	Mason and Oceana R. R.	29.15	44	13	no apt	6.41
24079	Grand Ledge, Grand Rapids.	Detroit, Lansing and Northern R. R.	53.95	982	31	apt. 20 by 9, 1 l.	19
24081	Nestoria, Mich., Iron River, Wis.	Duluth, South Shore and Atlantic Rwy.	167.34	149	20	no apt	6
	WISCONSIN.						
25002	Milwaukee, La Crosse.	Chicago, Milwaukee and St. Paul Rwy.	198.42	53,758	34	r. p. o. 60.1 by 9.3 l.; 50.1 by 9.3, 1 l. to Portage 98.59 m. (40 feet authorized). apt. 20.9 by 9.1, 1 l.	38.94
25031	Tomah, Minocqua	do	161.96	684	24	apt. 20.8 by 8.10. 1 l. to Merrill, 108.02 m.	6
25066	Chelsea, Rib Lake	Wisconsin Central R. R.	6.35	45	15	no apt	12
25067	Ashland, Wis., Duluth, Minn.	Northern Pacific R. R.	71.69	98	23	no apt	7
	MINNESOTA.						
26002	Benson, Minn., Watertown, Dak.	St. Paul, Minneapolis and Manitoba Rwy.	92.75	423	14	apt. 22.2 by 8.11, 1 l. to Forestville, 78.98 m.	6
26003	Moorhead, Minn., Wahpeton, Dak.	do	45.02	1,485	27	apt. 24.6 by 9.3, 1 l.	7
26013	Minneapolis, Minn., La Crosse, Wis.	Chicago, Milwaukee and St. Paul Rwy.	142.04	42,451	31	r. p. o. 60.1 by 9, 3 l.	34
26026	Carman, Fosston	St. Paul, Minneapolis and Manitoba Rwy.	44.99	88	13	no apt	3
26041	Willmar, Minn., Sioux Falls, Dak.	Wilmar and Sioux Falls Rwy.	148.06	284	14	do	6
26054	Duluth, Ely	Duluth and Iron Range R. R.	118.35	258	24	do	6
26062	St. Paul, Cardigan Junction (n. o.).	Minneapolis, St. Paul and Sault Ste. Marie Rwy.	8	900	20	apt. 16.7 by 7.6, 1 l.	12
26063	Evansville and Tintah.	St. Paul, Minneapolis and Manitoba Rwy.	32.74	83	13	no apt.	6

ts and Territories in which the contract term expired June 30, 1889, etc.—Continued.

tment; av., average; l. line or lines; m., miles.]

tation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
ls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1888.	
2.75	.....	.....	.....	1,328.67	.....	.....	.....	May 1	Weighed 30 days from Feb. 20, 1889. From May 1 to June 30, 1888, at $34.20 per m. New.
2.75	.....	.....	.....	1,246.16	.....	.....	.....	July 30	Weighed 30 days from Feb. 20, 1889. New.
4.65	.....	.....	.....	4,566.86	.....	.....	.....	Sept. 24	Do.
								1889.	
2.75	.....	.....	.....	7,153.78	.....	.....	.....	Feb. 18	Weighed 30 days from Mar. 15, 1889. New.
								1888.	
1.70	175.00	572.85	175.00	137,247.11	34,620.25	113,664.89	32,102.75	July 1	Weighed 30 days from Jan. 15, 1889. r. p. o. cars on 104.83 m. $150 per m. An additional line of 40 ft. r. p. o. cars between Portage and La Crosse from May 1, 1889. Route under contract to Mar. 13, 1892.
								1889.	
71.62	.....	72.67	.....	11,631.96	.....	9,524.13	.....	Mar. 15	Weighed 30 days from Mar. 15, 1889. 30.90 m. ext. from Tomahawk to Minocqua from Nov. 19, 1888.
								1888.	
42.75	.....	.....	.....	271.46	.....	.....	.....	Feb. 27	Weighed 30 days from Mar. 15, 1889. From Feb. 27 to June 30, 1888, at $20.52 per m. New.
42.75	.....	.....	.....	3,064.74	.....	.....	.....	July 30	Weighed 30 days from Mar. 15, 1889. New.
58.14	.....	.....	.....	5,392.48	.....	.....	.....	Oct. 15	Weighed 30 days from Mar. 15, 1889. New.
106.02	.....	.....	.....	4,773.02	.....	.....	.....	Sept. 23	Do.
571.14	150.00	486.50	150.00	81,124.72	21,306.00	69,350.57	21,382.50	July 1	Weighed 30 days from from July 15, 1889. Route under contract to Mar. 13, 1892. Terminal distance at Minneapolis eliminated from July 1, 1889.
								1889.	
42.75	.....	.....	.....	1,923.32	.....	.....	.....	Jan. 24	Weighed 30 days from Mar. 15, 1889. New.
48.74	.....	.....	.....	7,216.44	.....	.....	.....	Jan. 28	Do.
46.17	.....	42.75	.....	5,464.21	.....	4,115.54	.....	Mar. 15	Weighed 30 days from Mar. 15, 1889. 22.08 m. extens. from Tower to Ely, from Nov. 26, 1888.
								1888.	
1.22	.....	.....	.....	649.84	.....	.....	.....	Apr. 16	Weighed 30 days from Mar. 15, 1889. New.
								1889.	
2.75	.....	.....	.....	1,399.63	.....	.....	.....	Feb. 18	Do.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	Corporate title of company carrying the mail.	State and termini.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	IOWA.		*Miles.*	*Pounds.*		*Feet and inches.*	
27005	Burlington, Union Pacific Transfer (n. o.).	Chicago, Burlington and Quincy R. R.	294	57,978	30	r. p. o. 60 by 9.3, 5 l....	36.12
27064	Fort Madison, Collett.	Fort Madison and Northwestern Rwy.	45.12	121	12	no apt	6
27100	Cherokee, Iowa, Sioux Falls, Dak.	Cherokee and Dakota R. R.	97.07	428	25	apt. 15 by 7.2, 1 l	6
27101	Cedar Rapids, Manchester.	Illinois Central R. R..	42.58	293	20	no apt.....	12
27102	Union Pacific Transfer (n. o.), Broadway depot in Council Bluffs.	Union Pacific Rwy....	1.76	621	20	.....do	49
27103	Des Moines, Iowa, St. Joseph, Mo.	Chicago, St. Paul and Kansas City Rwy.	161.34	477	27	apt. 15.5 by 7.6, 1 l.....	6.58
27104	Fort Dodge, Lehigh ..	Mason City and Fort Dodge R. R.	14.97	91	15	no apt.....	6
	MISSOURI.						
28012	St. Joseph, Henry....	St. Joseph and St. Louis R. R.	73.48	2,208	28	apt. (av.) 16 by 8, 21....	14
28045	Cape Girardeau, Williamsville.	Cape Girardeau Southwestern Rwy.	72.46	424	17	apt. (av.) 13.6 by 6.11, 11.	6
28055	Kansas City, Osceola..	Kansas City and Southern Rwy.	111.47	263	24	apt. 6.10 by 7.6, 1 l.....	6
28060	Boonville, Myrick Station (n. o.).	Missouri Pacific Rwy.	81.40	373	12	apt. 12.4 by 6.7, 2 l. to Marshall; 1 l. residue.	8.47
28065	Brownwood, Bollinger's Mills.	Cape Girardeau Southwestern Rwy.	8.63	36	16	no apt.....	6
28066	Willow Springs, Grandin.	Current River R. R...	80.92	145	19	apt. 7 by 6.11, 1 l.....	6
28067	St. Joseph, Mo., Atchison, Kans.	St. Joseph, St. Louis and Santa Fe Rwy.	21.50	1,373	27	apt. (av.) 16 by 8.3, 21.	14
28068	St. Louis, St. Peter's .	St. Louis, Keokuk and Northwestern R. R.	32.46	5,484	30	apt. (av.) 8.11 by 24.3, 1 l.	20

States and Territories in which the contract term expired June 30, 1888, *etc.*—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1888.	
850. 64	200. 00	701. 90	200. 00	75, 710. 19	17, 078. 00	60, 354. 52	17, 078. 00	July 1	Weighed 30 days from Jan. 15, 1889. Route under contract to Mar. 13, 1892.
								1889.	
111. 15	.....	65. 83	.....	17, 316. 49	.....	6, 292. 68	.....	Mar. 15	Weighed 30 days from Mar. 15, 1889. 71.74 m. ext. from German Valley to Dubuque from Apr. 9, 1888. 14.42 m. (Portage Curve (n. o.) to Dubuque), at $22.23 per m.
64. 13	.....	42. 75	.....	3, 656. 05	.....	655. 78	.....	Aug. 20	Weighed 30 days from Aug. 20, 1889. From Jan. 1, 1889, on 41.67 m. exten. from Parker City (n. o.) to Paducah.
83. 79	.....	.....	.....	38, 109. 36	.....	.....	.....	Mar. 15	Weighed 30 days from Mar. 15, 1889. On 236.82 m., Chicago to Fort Madison, from Feb. 20, 1888. From May 28, 1888, on 218 m. exten. from Fort Madison to Kansas City. New.
								1888.	
42. 75	.....	.....	.....	209. 25	.....	.....	.....	Apr. 30	Weighed 30 days from Mar. 15, 1889. From Apr. 30 to June 30, 1888, at $23.09 per m. New.
42. 75	.....	.....	.....	538. 65	.....	.....	.....	Sept. 3	Weighed 30 days from Mar. 15, 1889. New.
42. 75	.....	.....	.....	3, 561. 58	.....	.....	.....	Sept. 24	Do.
72. 68	.....	.....	.....	4, 590. 46	.....	.....	.....	Oct. 1	Do.
47. 03	.....	.....	.....	2, 697. 17	.....	.....	.....	Oct. 8	Do.
353. 97	65. 00	306. 94	105. 00	26, 923. 95	7, 986. 30	87, 031. 37	18, 557. 50	July 16	Weighed 30 days from Jan. 22, 1889. Route formerly from Detroit to Chicago; curtailed to end at Jackson from July 16, 1888. An additional line of 40 ft. r. p. o. cars authorized between Detroit and Jackson from July 16, 1888.
169. 29	40. 00	155. 61	.....	16, 028. 87	3, 787. 20	14, 783. 15	.....	July 16	Weighed 30 days from Jan. 22, 1889. 1 l. 40 ft. r. p. o. cars authorized from July 16, 1888.
82. 94	.....	.....	.....	5, 355. 43	.....	.....	.....	Sept. 10	Weighed 30 days from Feb. 20, 1889. New.
								1887.	
42. 75	.....	.....	.....	1, 441. 53	.....	.....	.....	Oct. 10	Weighed 30 days from Mar. 19, 1888. From Oct. 10, 1887, to June 30, 1888, at $20.52 per m. New.

II.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	MISSOURI—continued.		*Miles.*	*Pounds.*		*Feet and inches.*	
28009	Joplin, Splitlog.....	Kansas City, Fort Smith and Southern Rwy.	34.61	68	18	no apt.....	13
	ARKANSAS.						
29023	Bald Knob, Ark., Memphis, Tenn.	St. Louis, Iron Mountain and Southern Rwy.	93.71	517	18	apt. 14.5 by 9, 11	7
29024	Jenson, Mansfield.....,	St. Louis and San Francisco Rwy.	18.23	428	24	apt. 9.3 by 7, 21	14
	LOUISIANA.						
30003	New Orleans, La Fayette.	Morgan's Louisiana and Texas R. R., and Steamship Co.	140.92	8,225	25	apt. 22 by 6.9, 21	14
30010	La Fayette, La., Orange, Tex.	Louisiana Western R. R.	113.25	7,231	26	apt. 22.6 by 9, 21	14
30014	New Orleans, Covington.	East Louisiana R. R..	59.50	205	22	no apt.....	7
30018	Gibsland, Homer.....	Louisiana North and South R. R.	19.63	184	12	.....do	7
30019	Galveston, Ark., Shreveport, La.	St. Louis, Arkansas and Texas Rwy. Co in Ark. and Mo.	61.04	167	12	apt. 23.6 by 7.8, 11.....	6
30020	New Orleans, Bohemia (n. o.).	New Orleans and Gulf R. R.	50.00	228	17	apt. 7 by 6, 11.....	6
30022	New Iberia, Avery....	Morgan's Louisiana and Texas R. R. and Steamship Co.	10.05	25	13	no apt.....	7
	TEXAS.						
31012	Houston, Orange.....	Texas and New Orleans R. R.	100.33	7,049	27	apt. 22.6 by 9, 21	14
31022	Denison, Henrietta....	Missouri, Kansas and Texas Rwy.	111.32	2,159	19	apt. 16.5 by 6.10, 11 ...	3.5
31035	Dallas, Weatherford..	Gulf, Colorado and Santa Fé Rwy.	93.78	303	19	apt. 13.6 by 9, 11.....	7
31048	Longview, Carthage..	Galveston, Sabine and St. Louis Rwy.	39.80	195	10	no apt	6

ates and Territories in which the contract term expired June 30, 1889, *etc.*—Continued.

artment; n. o., new office; av., average; l., line or lines; m., miles.]

num for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
42.75	.....	.....	.....	870.81	.....	.....	.....	Feb. 18	Weighed 30 days from Mar. 15, 1889. Pay not fixed on 14.27 m. ext., Neosho to Splitlog.
64.13	.....	42.75	.....	6,009.62	.....	5,709.22	.....	1889. Feb. 19	Weighed 30 days from Feb. 19, 1889. 70.66 m. ext., Augusta to Memphis, from Aug. 13, 1888.
58.09	.....	.....	.....	1,075.57	.....	.....	.....	1888. Mar. 12	Weighed 30 days from Mar. 2, 1889. New.
205.20	.....	.....	.....	27,335.92	.....	.....	.....	Nov. 1	Weighed 30 days from Nov. 1, 1888. 83.52 m. New Orleans to Morgan City, land grant, at $164.16 per m.
194.08	.....	137.66	.....	21,979.56	.....	15,589.99	.....	Nov. 1	Weighed 30 days from Nov. 1, 1889.
42.75	.....	.....	.....	2,543.62	.....	.....	.....	May 14	Weighed 30 days from Dec. 4, 1888. New.
42.75	.....	.....	.....	839.18	.....	.....	.....	July 1	Weighed 30 days from Dec. 17, 1888. New. Pay from Apr. 10, 1888, at $40.18 per m.
42.75	.....	.....	.....	2,609.46	.....	.....	.....	July 1	Weighed 30 days from Feb. 19, 1889. New. Pay from June 25, 1888, at $37.62 per m.
44.46	.....	.....	.....	2,223.00	.....	.....	.....	Sept. 10	Weighed 30 days from Feb. 19, 1889. New.
42.75	.....	.....	.....	429.63	.....	.....	.....	1889. Feb. 11	Weighed 30 days from Feb. 19, 1889. New. Pay on 10.46 m. from Dec. 10, 1888, to Feb. 10, 1889.
192.37	.....	137.66	.....	20,454.70	.....	14,637.38	.....	1888. Nov. 1	Weighed 30 days from Nov. 1, 1888.
129.96	.....	153.90	.....	14,467.14	.....	15,444.12	.....	Feb. 20	Weighed 30 days from Feb. 20, 1888. 70.51 m. ext., Gainesville to Henrietta, from July 1, 1887.
49.59	.....	54.43	.....	4,650.55	.....	5,020.59	.....	1889. Feb. 19	Weighed 30 days from Feb. 19, 1889. 39.68 m. ext., Cleburne to Weatherford, from June 4, 1888.
42.75	.....	42.75	.....	1,701.44	.....	1,483.58	.....	1888. July 1	Weighed 30 days from Feb. 19, 1889. 7.70 m. ext., Tatum to Beckville from Feb. 20, 1888, at $41.04 per m.; 9.59 m. ext., Beckville to Carthage from May 7, 1888, at $41.04 per m.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	TEXAS—continued.		*Miles.*	*Pounds.*		*Feet and inches.*	
31049	Temple, San Angelo..	Gulf, Colorado and Santa Fé Rwy.	227.09	1,042	18	apt. 13.6 by 9.1, 1 l....	7
31056	Taylor, Fayetteville...	Missouri, Kansas and Texas Rwy.	83.29	351	19	apt. 16.7 by 6.7, 1 l....	19
31062	Yoakum, West Point..	San Antonio and Aransas Pass Rwy.	50.23	125	10	apt. 8.7 by 7.2, 1 l	6
31063	San Marcos, Lockhart.	Missouri, Kansas and Texas Rwy.	17.12	244	12	no apt.....	14
31064	Corsicana, Hillsborough.	St. Louis, Arkansas and Texas Rwy. Co. in Texas.	42	300	10	apt. 23.7 by 8.1, 1 l.....	7
31067	Commerce, Fort Worth	.....do	98.31	229	10	apt. 23.7 by 8.1, 1 l....	7
31068	Rockport, Gregory...	San Antonio and Aransas Pass Rwy.	21.47	107	20	no apt.....	6
	INDIAN TERRITORY.						
32004	Kiowa, Kans., Pan Handle, Tex.	Southern Kansas Rwy.	217.20	391	21	apt. (av.) 21 by 9.5, 1 l..	7
32005	Van Buren, Ark., Wagner, Ind. T.	Kansas and Arkansas Valley Rwy.	83.86	352	14	apt. 14.2 by 9, 1 l.....	7
	KANSAS.						
33014	Lawrence, Carbondale.	Lawrence, Emporia and Southwestern Rwy.	33.75	59	18	no apt.....	6
33039	Pittsburgh, Chanute ..	Southern Kansas Rwy.	54.89	236	20	apt. 12 by 7.3, 1 l.....	7.51
33049	Beaumont, Anthony ..	St. Louis and San Francisco Rwy.	117.11	347	22	apt. 12.1 by 7.4, 1 l.....	7
33057	Salina, Zurich.....	Salina, Lincoln and Western Rwy.	111.42	1,039	22	apt. 6.1 by 7 (av.), 1 l ..	7
33063	Le Roy, Dearing	Verdigris Valley, Independence and Western R. R.	81.26	574	23	apt. 16.6 by 7, 1 l.; and 1 add'l l. between Yates Center and Sidell, 17 m.	8.46

States and Territories in which the contract term expired June 30, 1889, *etc.*—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1888.	
731. 01	250. 00	633. 56	250. 00	175, 981. 03	73, 500. 00	151, 279. 24	73, 500. 00	July 1	Weighed 30 days from Jan. 15, 1889. 276.10 m. land grant. Burlington to Pacific Junction, at $589.60 per m. Route under contract to Mar. 10 1892.
42. 75	.....	42. 75	.....	1, 928. 88	.....	1, 780. 11	.....	1887. May 30	Weighed 30 days from Aug. 29, 1888. From July 1, 1887, on 3.48 m. extens. from Birmingham to Collett.
59. 00	.....	.....	.....	5, 727. 13	.....	.....	.....	1888. Apr. 2	Weighed 30 days from Mar. 15, 1889. New.
48. 74	.....	.....	.....	2, 075. 34	.....	.....	.....	Apr. 30	Do.
60. 26	.....	.....	.....	121. 89	.....	.....	.....	June 4	Do.
62. 42	.....	.....	.....	10, 070. 84	.....	.....	.....	Oct. 1	Do.
42. 75	.....	.....	.....	639. 96	.....	.....	.....	Dec. 17	Do.
120. 82	.....	88. 92	.....	9, 612. 65	.....	6, 533. 84	.....	1889. Mar. 16	Weighed 30 days from March 16, 1889.
58. 14	.....	47. 03	.....	4, 212. 82	.....	2, 447. 91	.....	Mar. 15	Weighed 30 days from Mar. 15, 1889. 6.46 m. ext. from Wappapello to Chaonia from June 18, 1888; 13.95 m. ext. from Chaonia to Williamsville from Jan. 28, 1889.
109. 01	.....	42. 75	.....	5, 126. 74	.....	1, 940. 85	.....	June 28	Weighed 30 days from June 30, 1889. From Feb. 25, 1889, on 50.62 m. ext., East Lynne to Kansas City, and on 15 45 m. ext., Browningtown to Osceola. 2.46 m. decrease from July 20, 1889.
54. 72	.....	.....	.....	4, 454. 20	.....	.....	.....	1888. June 11	Weighed 30 days from Mar. 15, 1889. From June 11, 1888, on 47.82 m., Marshall to Myrick Station (n.o.).and from Oct. 22, 1888, on 33.58 m. ext. to Booneville. New.
42. 75	.....	.....	.....	368. 93	.....	.....	.....	Apr. 2	Weighed 30 days from Mar. 15, 1889. From Apr. 2 to June 30, 1888, at $20.52 per m. New.
42. 75	....	.....	.....	3, 459. 33	.....	.....	.....	July 30	Weighed 30 days from Mar. 15, 1889. New.
100. 81	....	.....	.....	2, 169. 13	.....	.....	.....	Sept. 24	Weighed 30 days from March 16, 1889. New.
58. 99	.....	.....	.....	1, 914. 81	.....	.....	.....	1889. Jan. 16	Weighed 30 days from Mar. 15, 1889. Lap service over route 28004. New.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

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Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average time per week.
	KANSAS—continued.		*Miles.*	*Pounds.*		*Feet and inches.*	
33075	St. Joseph, Mo., Liberal, Kans.	Chicago, Rock Island and Pacific Rwy.	434.14	2,049	27	apt. 10.6 by 7.5 (av.), 3 l. to Horton, 40.60 m.; 1 l. thence to Topeka, 49.40 m.; 2 l. thence to McFarland, 32 m., and 1 l. residue.	14.14
33077	Bazaar, Barnard.....	Chicago, Kansas and Western R. R.	132.18	577	23	apt. 20.6 by 9.4, 1 l. between Strong and Barnard, 119.58 m.	6.98
33083	Coffeyville, Paola	Missouri, Kansas and Texas Rwy.	125.74	245	19	apt. 11.1 by 9.3, 1 l....	7
33088	Keystone, Kans., Superior, Nebr.	Chicago, Kansas and Western R. R.	80.99	519	22	apt. 11.9 by 7.5, 1 l...	7
33089	Belleville, McFarland.	Chicago, Rock Island and Pacific Rwy.	104.78	1,391	30	apt. 16.4 by 7.8, 1 l....	14
33090	Le Roy, Madison	Interstate R. R	29.98	143	10	apt. 16 4 by 6.10, 1 l...	6
33091	Kansas City, Mo., Paola, Kans.	Kansas City and Southwestern Rwy.	54.09	3,280	25	apt. 20.6 by 9.6, 1 l....	14
33092	Bucklin, Dodge City..	Chicago, Rock Island and Pacific Rwy.	26.55	144	25	no apt.....	14
33093	Dexter, Arkansas City.	Grouse Creek Rwy....	26.26	56	15	.....do	7
33094	Warwick, Kans, Prosser, Nebr.	Pacific Rwy. Co. in Nebraska.	72.18	605	25	apt. 22.2 by 9 (av.), 1 l.	7
33095	Gypsum, Marquette..	Council Grove, Smoky Valley and Western Rwy.	27.51	1,861	25	apt. 20.6 by 9.6, 1 l....	7
33096	Herington, Salina.....	Chicago, Rock Island and Pacific Rwy.	49.89	221	26	apt. 14.8 by 7.2, 1 l....	7
33097	Dodge City, Montezuma.	Dodge City, Montezuma and Trinidad Rwy.	27.57	95	26	no apt.....	6
33098	Zurich, Colby.....	Union Pacific, Lincoln and Colorado Rwy.	93.51	684	27	apt. 6.1 by 7 (av.), 1 l.	7
	NEBRASKA.						
34018	Norfolk Junction (n. o.), Verdigris.	Fremont, Elkhorn and Missouri Valley R. R.	53.91	360	12	apt. 10 by 7.6, 1 l. to Creighton.	6
34036	Grand Island, Alliance.	Grand Island and Wyoming Central R. R.	270.25	1,097	25	apt. 21 by 8.10, 1 l. to Whitman. no apt. residue.	6.82
34042	Elwood, Nebr., Cheyenne, Wyo.	Nebraska and Colorado R. R.	307.82	891	29	apt. 14 by 7, 1 l.....	7

States and Territories in which the contract term expired June 30, 1889, etc.—Continued.

[partment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	*Dolls*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
124.25	.....	88.06	.....	55,678.45	.....	43,666.06	.....	Mar. 15	Weighed 30 days from Mar. 15, 1889. 135.25 m. ext., Pratt to Liberal from May 1, 1888.
66.69	.....	55.57	.....	8,815.08	.....	7,822.95	.....	Mar. 15	Weighed 30 days from Mar. 15, 1889. 42.96 m. ext., from Keystone to Barnard from Mar. 26, 1888.
45.32	.....	42.75	.....	5,698.53	.....	4,817.05	.....	May 1	Weighed 30 days from May 1, 1889. 11.95 m. ext., Morantown to Kincaid from May 10, 1888; 40.15 m. ext., Kincaid to Paola from Feb. 17, 1889.
64.13	.....	50.44	.....	5,193.88	.....	4,632.31	.....	Mar. 15	Weighed 30 days from Mar. 15, 1889. 39.97 m. ext., Concordia, Kans., to Superior, Nebr., from Feb. 4, 1889.
								1888.	
91.75	.....	.....	.....	10,661.36	.....	.....	.....	Apr. 9	Weighed 30 days from Mar. 15, 1889.
12.75	.....	.....	.....	1,281.64	.....	.....	.....	July 1	Do.
16.21	.....	.....	.....	7,008.49	.....	.....	.....	May 14	Do.
12.75	.....	.....	.....	1,135.01	.....	.....	.....	July 1	Do.
12.75	.....	.....	.....	1,122.61	.....	.....	.....	July 1	Do.
58.40	.....	.....	.....	4,937.11	.....	.....	.....	July 2	Weighed 30 days from Mar. 16, 1889.
22.27	.....	.....	.....	8,363.64	.....	.....	.....	July 10	Weighed 30 days from Mar. 15, 1889.
63.61	.....	.....	.....	2,175.70	.....	.....	.....	Oct. 8	Do.
								1889.	
42.75	.....	.....	.....	1,178.61	.....	.....	.....	Jan. 1	Do.
71.82	.....	.....	.....	6,715.88	.....	.....	.....	Jan. 14	Do.
								1889.	
53.87	.....	50.45	.....	2,904.13	.....	2,758.67	.....	Mar. 15	Weighed 30 days from March 15, 1889. 11.38 m. ext., Creighton to Verdigris from Feb. 17, 1889.
								1888.	
88.92	.....	79.52	.....	24,030.03	.....	23,092.20	.....	Oct. 1	Weighed 30 days from Oct. 1, 1888. 98.28 m. ext., Anselmo to Whitman from Feb. 20, 1888; 72.14 m. ext., Whitman to Alliance from May 10, 1888.
								1889.	
80.37	.....	73.53	.....	24,739.49	.....	23,353.28	.....	Mar. 15	Weighed 30 days from March 15, 1889. 105.16 m. ext., from Sterling to Cheyenne, Wyo., from Feb. 4, 1889.

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	NEBRASKA—continued.		*Miles.*	*Pounds.*		*Feet and inches.*	
34042	Elwood, Nebr., Sterling, Colo.	Nebraska and Colorado R. R.	202.66	726	25	apt 14 by 9, 11	7
34046	Orleans, Nebr., St. Francis, Kans.	Burlington and Missouri River R. R. Co. in Nebraska.	134.46	005	26	apt. 15.11 by 7.7, 11	6
34050	Fairbury, Nebr., Colorado Springs, Colo.	Chicago, Rock Island and Pacific Rwy.	454.47	1,595	28	apt. 16.4 by 7.8, 2 l. to Phillipsburgh, 128.33 m.; 1 l. residue, 326.14 m.	14
34056	Linwood, Superior	Fremont, Elkhorn and Missouri Valley R. R.	122.79	453	21	apt. 20 by 9.3, 11	6
34058	Boelus, Nantasket	Omaha and Republican Valley Rwy.	9.74	14	20	no apt.	6
	DAKOTA.						
35015	Fargo, Edgeley	Fargo and Southwestern R. R.	110	425	21	apt. 24 by 8.10, 1 l. to La Moure, no apt. residue.	6
35032	Roscoe, Eureka	Chicago, Milwaukee and St. Paul Rwy.	26.70	129	15	no apt	6
35038	Watertown, Huron	Duluth, Watertown and Pacific Rwy.	70.57	200	14	do	6
35039	Church's Ferry, St. John's.	St. Paul, Minneapolis and Manitoba Rwy.	55.00	96	12	do	3
	MONTANA.						
36005	Butte City, Great Falls	Montana Central Rwy.	172.76	1,429	24	apt. 24.6 by 9.1, 11	10
36007	Clough Junction (n. o.), Marysville.	Northern Pacific R. R.	12.97	123	17	no apt.	7
36008	Missoula, Grantsdale.	Missoula and Bitter Root Valley R. R.	51.00	279	20	apt. 17.9 by 8.10, 11	6
	WYOMING.						
37002	Cheyenne, Wendover.	Cheyenne and Northern Rwy.	123.21	409	..	apt. 16.2 by 6.4, 11	6

States and Territories in which the contract term expired June 30, 1889, etc.—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
87.21	.....	70.11	.....	19,804.51	.....	17,567.49	.....	Feb. 19	Weighed 30 days from Feb. 19, 1889. 20.39 m. ext., Brownwood to Coleman from May 17, 1880; 37.48 m. ext., Coleman Junction (n. o.) to Ballinger from Aug. 16, 1886; 35.68 m. ext., Ballinger to San Angelo from Oct. 29, 1888.
53.01	.....	49.59	.....	4,415.20	.....	4,175.73	.....	Feb. 19	Weighed 30 days from Feb. 19, 1889. 13.27 m. ext., La Grange to Fayetteville from Aug. 6, 1888.
42.75	.....	42.75	.....	2,146.04	.....	1,288.91	.....	1888. July 1	Weighed 30 days from Feb. 19, 1889. 20.05 m. ext., Flatonia to West Point from Apr. 2, 1888.
45.32	.....	.....	.....	775.87	.....	.....	.....	Mar. 19	Weighed 30 days from Feb. 19, 1889. New.
49.59	.....	.....	.....	2,082.78	.....	.....	.....	May 7	Do.
44.46	.....	.....	.....	4,870.86	.....	.....	.....	June 25	Do.
42.75	.....	.....	.....	917.84	.....	.....	.....	Sept. 17	Do.
55.58	.....	50.45	.....	12,071.97	.....	11,210.58	.....	1889. Feb. 19	Weighed 30 days from Feb. 19, 1889. 49.29 m. ext., Miami to Pan Handle from Apr. 9, 1888.
53.01	.....	.....	.....	4,445.41	.....	.....	.....	1888. Sept. 17	Weighed 30 days from Feb. 19, 1889. New.
42.75	.....	.....	.....	1,442.81	.....	.....	.....	July 1	Weighed 30 days from Mar. 15, 1889. New. Pay from Apr. 2, 1888, at $21.38 per m.
45.32	.....	42.75	.....	2,487.61	.....	2,381.31	.....	1889. Mar. 15	Weighed 30 days from Mar. 15, 1889. 13.53 m. ext., from Girard to Pittsburgh from Apr. 2, 1888.
53.01	.....	56.43	.....	6,208.00	.....	6,570.99	.....	Mar. 15	Weighed 30 days from Mar. 15, 1889. 10.97 m. ext., from Bluff to Anthony from Aug. 15, 1888.
86.36	.....	54.72	.....	9,622.23	.....	7,500.12	.....	Mar. 15	Weighed 30 days from Mar. 15, 1889. 5.30 m. ext., Luray to Waldo from July 10, 1888; 39.05 ext., Waldo to Zurich from Nov. 26, 1888.
66.69	.....	66.69	.....	5,419.22	.....	4,591.60	.....	1888. June 10	Weighed 30 days from Mar. 15, 1889. 12.41 m. ext., Independence to Dearing from June 16, 1888.

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Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
			Miles.	*Pounds.*		*Feet and inches.*	
37003	Douglas, Casper.....	Fremont, Elkhorn and Missouri Valley R. R.	54.40	194	18	apt. 14 by 9.3, 1 l., between Douglas and Glenrock, 29.69 m.	6
	COLORADO.						
38034	Colorado Springs, Aspen.	Colorado Midland Rwy.	216.05	671	19	apt. 20.4 by 9.3, 1 l., between Colorado Springs and Leadville, 135.05 m.	11.86
38037	Montrose, Ouray.....	Denver and Rio Grande R. R.	36.36	541	18	no apt.....	6
38039	Aspen Junction (n. o.), New Castle.	Colorado Midland Rwy.	35.98	211	22	.....do	7
	NEW MEXICO.						
39011	Espanola, Santa Fé...	Southern Trust Co....	38.85	300	20	apt. 13.4 by 7.4, 1 l.....	6
39012	Lordsburgh, N. Mex., Clifton, Ariz.	Arizona and New Mexico Rwy.	71.51	137	15	no apt.....	6
	ARIZONA.						
40005	Fairbank, Bisbee.....	Arizona and South Eastern R. R.	36.37	90	15	no apt.....	6
	IDAHO.						
42003	Coeur d'Alene, Burke.	Coeur d'Alene Rwy. and Navigation Co.	99.16	434	15	no apt.....	6
	WASHINGTON.						
43007	Renton, Franklin.....	Columbia and Puget Sound R. R.	21.10	148	12	no apt	6
43012	Stuck, Seattle.....	Puget Sound Shore R. R.	23.87	3,764	25	apt. 23.1 by 9, 2 l.....	14
43015	Marshall, Wash., Genesee, Idaho.	Spokane and Pelouse Rwy.	104.31	787	21	apt. 12 by 8.10, 1 l.....	7
43018	Seattle, Olney.....	Seattle, Lake Shore and Eastern Rwy.	43.25	218	20	no apt.....	9.36
43019	La Crosse Junction (n. o.), Riparia.	Oregon Rwy. and Navigation Co.	24.60	1,142	24	apt. 24.6 by 9, 1 l.....	7
43020	Woodinville, Snohomish.	Seattle, Lake Shore and Eastern Rwy.	14.84	188	20	no apt.....	6
	OREGON.						
44001	Portland, Ashland....	Oregon and California R. R.	342.58	4,552	20	r. p. o. 40 by 9.5, 1 l. (not auth'd).	9.17
44010	Albany Station (n. o.), Lebanon Station (n. o.).	.....do	12.50	171	17	no apt.....	12

tes and Territories in which the contract term expired June 30, 1889, *etc.*—Continued.

rtment; av., average; l., line or lines; m., miles.]

num ior transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
ıls.	*Dolls*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1889.	
28. 25	.....	88. 06	.....	85, 678. 45	.....	43, 666. 06	.....	Mar. 15	Weighed 30 days from Mar. 15, 1889. 135.25 m. ext., Pratt to Liberal from May 1, 1888.
96. 09	.....	55. 57	.....	8, 815. 08	.....	7, 822. 95	.....	Mar. 15	Weighed 30 days from Mar. 15, 1889. 42.96 m. ext., from Keystone to Barnard from Mar. 26, 1888.
15. 32	.....	42. 75	.....	5, 698. 53	.....	4, 817. 05	.....	May 1	Weighed 30 days from May 1, 1889. 11.95 m. ext., Morantown to Kincaid from May 10, 1888; 40.15 m. ext., Kincaid to Paola from Feb. 17, 1889.
14. 13	.....	50. 44	.....	5, 193. 88	.....	4, 632. 31	.....	Mar. 15	Weighed 30 days from Mar. 15, 1889. 39.97 m. ext., Concordia, Kans., to Superior, Nebr., from Feb. 4, 1889.
								1888.	
01. 75	.....	.....	.....	10, 661. 36	.....	.....	.....	Apr. 9	Weighed 30 days from Mar. 15, 1889.
12. 75	.....	.....	.....	1, 281. 64	.....	.....	.....	July 1	Do.
16. 21	.....	.....	.....	7, 008. 49	.....	.....	.....	May 14	Do.
12. 75	.....	.....	.....	1, 135. 01	.....	.....	.....	July 1	Do.
12. 75	.....	.....	.....	1, 122. 61	.....	.....	.....	July 1	Do.
88. 40	.....	.....	.....	4, 937. 11	.....	.....	.....	July 2	Weighed 30 days from Mar. 16, 1889.
22. 27	.....	.....	.....	8, 363. 64	.....	.....	.....	July 10	Weighed 30 days from Mar. 15, 1889.
43. 61	.....	.....	.....	2, 175. 70	.....	.....	.....	Oct. 8	Do.
								1889.	
12. 75	.....	.....	.....	1, 178. 61	.....	.....	.....	Jan. 1	Do.
71. 82	.....	.....	.....	6, 715. 88	.....	.....	.....	Jan. 14	Do.
								1889.	
53. 87	.....	50. 45	.....	2, 904. 13	.....	2, 758. 67	.....	Mar. 15	Weighed 30 days from March 15, 1889. 11.38 m. ext., Creighton to Verdigris from Feb. 17, 1889.
								1888.	
88. 92	.....	79. 52	.....	24, 030. 63	.....	23, 092. 20	.....	Oct. 1	Weighed 30 days from Oct. 1, 1888. 98.28 m. ext., Anselmo to Whitman from Feb. 20, 1888; 72.14 m. ext., Whitman to Alliance from May 10, 1888.
								1889.	
80. 37	.....	78. 53	.....	24, 730. 49	.....	23, 353. 28	.....	Mar. 15	Weighed 30 days from March 15, 1889. 105.16 m. ext., from Sterling to Cheyenne, Wyo., from Feb. 4, 1889.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	NEBRASKA—continued.		*Miles.*	*Pounds.*		*Feet and inches.*	
34042	Elwood, Nebr., Sterling, Colo.	Nebraska and Colorado R. R.	202.66	726	25	apt. 14 by 9, 11	7
34046	Orleans, Nebr., St. Francis, Kans.	Burlington and Missouri River R. R. Co. in Nebraska.	134.40	905	26	apt. 15.11 by 7.7, 11	6
34050	Fairbury, Nebr., Colorado Springs, Colo.	Chicago, Rock Island and Pacific Rwy.	454.47	1,595	28	apt. 16.4 by 7.8, 2 l. to Phillipsburgh, 128.33 m.; 1 l. residue, 326.14 m.	14
34056	Linwood, Superior	Fremont, Elkhorn and Missouri Valley R. R.	122.79	453	21	apt. 20 by 9.3, 11	6
34058	Boelus, Nantasket	Omaha and Republican Valley Rwy.	8.74	14	20	no apt	6
	DAKOTA.						
35015	Fargo, Edgeley	Fargo and Southwestern R. R.	110	425	21	apt. 24 by 8.10, 1 l. to La Moure. no apt. residue.	6
35032	Roscoe, Eureka	Chicago, Milwaukee and St. Paul Rwy.	26.70	129	15	no apt	6
35038	Watertown, Huron	Duluth, Watertown and Pacific Rwy.	70.57	200	14	do	6
35039	Church's Ferry, St. John's.	St. Paul, Minneapolis and Manitoba Rwy.	55.00	96	12	do	3
	MONTANA.						
36005	Butte City, Great Falls	Montana Central Rwy.	172.76	1,429	24	apt. 24.6 by 9.1, 11	10
36007	Clough Junction (n. o.), Marysville.	Northern Pacific R. R.	12.97	123	17	no apt	7
36008	Missoula, Grantsdale.	Missoula and Bitter Root Valley R. R.	51.00	279	20	apt. 17.9 by 8.10, 1 l.	6
	WYOMING.						
37002	Cheyenne, Wendover.	Cheyenne and Northern Rwy.	123.21	400	..	apt. 16.2 by 6.4, 1 l.	6

States and Territories in which the contract term expired June 30, 1889, *etc.*—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	*Dolls.*	*Dolls.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	1888.	
73.53	.....	42.75	.....	14,991.58	.....	18,537.41	.....	Oct. 1	Weighed 30 days from Oct. 1, 1888. 71.74 m. ext., Curtis to Grant from Oct. 17, 1887; 86.60 m. ext., Grant, Nebr., to Sterling, Colo., from May 14, 1888.
								1889.	
81.23	.....	67.54	.....	10,922.18	.....	9,613.82	.....	Mar. 15	Weighed 30 days from Mar. 15, 1889. 38.89 m. ext., Blakeman to St. Francis, Kans., from Sept. 24, 1888.
110.30	.....	55.57	.....	50,128.04	.....	43,065.66	.....	Mar. 15	Weighed 30 days from Mar. 15, 1889. 33.73 m. ext., Phillipsburgh to Norton, Kans., from May 1, 1888; 106.03 m. ext., Norton to Goodland, Kans., from Aug. 15, 1888; 185.67 m. ext., Goodland, Kans. to Colorado Springs, Colo., from Jan. 7, 1889.
60.71	.....	64.12	.....	7,454.58	.....	7,718.95	.....	Mar. 15	Weighed 30 days from Mar. 15, 1889. 45.26 m. ext. from Geneva to Superior from Oct. 8, 1888.
								1888.	
42.75	.....	.....	.....	416.38	.....	.....	.....	July 1	Weighed 30 days from Mar. 15, 1889.
								1889.	
58.14	.....	57.29	.....	6,395.40	.....	6,320.50	.....	Mar. 15	Weighed 30 days from Mar. 15, 1889. 21.90 m. ext., La Moure to Edgeley from May 10, 1888.
								1888.	
42.75	.....	42.75	.....	868.94	.....	528.65	.....	June 1	Weighed 30 days from Mar. 15, 1889. 7.96 m. ext., Hillaview to Eureka, Dak. from June 1, 1888.
42.75	.....	.....	.....	2,016.86	.....	.....	.....	Dec. 17	Weighed 30 days from Mar. 15, 1889.
								1889.	
42.75	.....	.....	.....	2,351.25	.....	.....	.....	Jan. 1	Do.
103.46	.....	72.67	.....	17,873.74	.....	14,821.22	.....	Mar. 15	Weighed 30 days from Mar. 15, 1889. 73.62 m. ext., Helena to Butte City from Jan. 28, 1889.
								1888.	
42.75	.....	.....	.....	554.46	.....	.....	.....	July 1	Weighed 30 days from Mar. 15, 1889.
47.88	.....	.....	.....	1,711.71	.....	.....	.....	May 10	Weighed 30 days from Mar. 15, 1889. 35.75 m. Missoula to Victor from May 10, 1888; 15.25 m. ext., Victor to Grantsdale from Jan. 7, 1889.
								1889.	
87.29	.....	44.46	.....	7,058.70	.....	5,733.86	.....	Mar. 15	Weighed 30 days from Mar. 15, 1889. 19.95 m. ext., Uva to Wendover from July 2, 1888.

H.—*Table showing the re-adjustment of the rates of pay per mile on railroad routes in*

[Abbreviations: r. p. o., railway post-office; apt,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
			Miles.	*Pounds.*		*Feet and inches.*	
37003	Douglas, Casper.....	Fremont, Elkhorn and Missouri Valley R. R.	54.46	194	18	apt. 14 by 9.3, 1 l., between Douglas and Glenrock, 29.69 m.	6
	COLORADO.						
38034	Colorado Springs, Aspen.	Colorado Midland Rwy.	216.06	671	19	apt. 20.4 by 9.3, 1 l., between Colorado Springs and Leadville, 135.05 m.	11.98
38037	Montrose, Ouray.....	Denver and Rio Grande R. R.	36.36	541	18	no apt.....	6
38039	Aspen Junction (n. o.), New Castle.	Colorado Midland Rwy.	35.98	211	22	.....do	7
	NEW MEXICO.						
39011	Espanola, Santa Fé...	Southern Trust Co....	38.85	800	20	apt. 13.4 by 7.4, 1 l.....	6
39012	Lordsburgh, N. Mex., Clifton, Ariz.	Arizona and New Mexico Rwy.	71.51	137	15	no apt.....	6
	ARIZONA.						
40005	Fairbank, Bisbee.....	Arizona and South Eastern R. R.	36.37	90	15	no apt.....	6
	IDAHO.						
42003	Coeur d'Alene, Burke.	Coeur d'Alene Rwy. and Navigation Co.	99.16	434	15	no apt.....	6
	WASHINGTON.						
43007	Renton, Franklin.....	Columbia and Puget Sound R. R.	21.10	148	12	no apt	6
43012	Stuck, Seattle.....	Puget Sound Shore R. R.	23.87	3,764	25	apt. 23.1 by 9, 2 l.....	14
43015	Marshall, Wash., Genesee, Idaho.	Spokane and Pelouse Rwy.	104.31	787	21	apt. 18 by 8.10, 1 l.....	7
43018	Seattle, Olney.....	Seattle, Lake Shore and Eastern Rwy.	43.25	218	20	no apt.....	9.36
43019	La Crosse Junction (n. o.), Riparia.	Oregon Rwy. and Navigation Co.	24.60	1,142	24	apt. 24.6 by 9, 1 l.....	7
43020	Woodinville, Snohomish.	Seattle, Lake Shore and Eastern Rwy.	14.84	188	20	no apt.....	6
	OREGON.						
44001	Portland, Ashland....	Oregon and California R. R.	342.58	4,552	20	r. p. o. 40 by 9.5, 1 l. (not auth'd).	9.17
44010	Albany Station (n. o.), Lebanon Station (n. o.).	.....do	12.50	171	17	no apt.....	12

al years ending June 30, 1888, and June 30, 1889, and the increase or decrease of 1889 l the reasons therefor.

June 30, 1889.			Increase per annum of 1889.	Decrease per annum of 1889.	Number of lines and authorized length of cars, June 30, 1889.	Remarks.
ngth ate.	Pay per annum.	Pay per mile.				
les.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*		
60	13, 800. 00	100. 00			2 lines 60 feet	
86	2, 871. 50	25. 00			1 line 40 feet	
28	907. 00	25. 00			1 line 40 feet	
76	1, 744. 00	25. 00			1 line 40 feet	
77						
63	3, 365. 75	25. 00			1 line 40 feet	
50	637. 50	25. 00			1 line 40 feet	
04	601. 00	25. 00			1 line 40 feet	
29						
15	2, 628. 75	25. 00			1 line 40 feet	
35	10, 935. 00	100. 00			2 lines 60 feet	
33	2, 908. 25	25. 00	2, 908. 25		1 line 40 feet	1 line 40 feet R. P. O. established Aug. 20, 1888.
85	996. 25	25. 00			1 line 40 feet	
29						
68 66	29, 891. 25	225. 00 75. 00	4, 931. 50		1 line 60 feet, 3 lines 55 feet, and 1 line 40 feet (45 feet reported). 1 line 55 feet, and 1 line 40 feet (45 feet reported).	1 line 60 feet R. P. O. established Sept. 17, 1888.
00	2, 200. 00	50. 00			1 line 55 feet	
39						
29	257. 25	25. 00			1 line 40 feet	
88	1, 297. 00	25. 00			1 line 40 feet	
80	3, 090. 00	50. 00			1 line 55 feet	
78	2, 589. 00	50. 00			1 line 55 feet	
00 37 63	29, 508. 50	240. 00 190. 00	6, 800. 00		1 line 60 feet, 3 lines 55 feet, and 1 line 50 feet (55 feet reported). 1 line 60 feet, 2 lines 55 feet, and 1 line 50 feet (55 feet reported).	1 line 60 feet R. P. O. established Sept. 17, 1888.
55						
16 39 00	31, 628. 40	80. 00 40. 00			2 lines 50 feet 1 line 50 feet	

1.—*Table showing the rate of pay per annum for the use of railway post-offices*

No. of route.	State and termini.	Corporate title of company.	June 30, 1888.		
			Length of route.	Pay per annum.	Pay per mile.
	NEW YORK—continued.		*Miles.*	*Dollars.*	*Dollars.*
Part.	New York and Syracuse	New York Central and Hudson River R. R.	291.50	157,520.00	370.00
Part.	Syracuse and Buffalo	do	150.50		330.00
6013	Syracuse and Rochester	do	104.00	4,160.00	40.00
	NEW JERSEY.				
7004	New York and Philadelphia	Pennsylvania R. R.	90.89	38,628.25	425.00
	PENNSYLVANIA.				
8001	Philadelphia and Pittsburgh	Pennsylvania R. R.	352.90	97,047.50	275.00
8006	Sunbury and Williamsport	do	40.96	1,024.00	25.00
	MARYLAND.				
10001	Bay View (n. o.) and Philadelphia.	Philadelphia, Wilmington and Baltimore R. R.	91.80	9,180.00	100.00
10002	Baltimore and Sunbury	Northern Central Rwy	138.01	3,450.25	25.00
10003	Baltimore and Bellaire	Baltimore and Ohio R. R	390.39		
Part.	Baltimore and Grafton	do	283.75	39,115.60	120.00
Part.	Grafton and Bellaire	do	96.64		40.00
10006	Baltimore and Williamsport	Western Maryland R. R	93.14		
Part.	Baltimore and Hagerstown	do	86.60	2,165.00	25.00
10013	Bay View (n. o.) and Washington.	Baltimore and Potomac R. R.	45.40	4,540.00	100.00
	VIRGINIA.				
11001	Washington, D. C., and Richmond, Va.	Richmond, Fredericksburgh and Potomac R. R.	115.90	13,908.00	120.00
11002	Alexandria and Lynchburgh	Richmond and Danville R. R.	166.40	19,136.00	115.00
11008	Richmond and Petersburgh	Richmond and Petersburgh R. R.	23.39	1,871.20	80.00
11009	Petersburgh, Va., and Weldon, N. C.	Petersburgh R. R.	64.00	5,120.00	80.00
11013	Lynchburgh, Va., and Bristol, Tenn.	Norfolk and Western R. R.	54.24 150.16	8,864.00	25.00 50.00
11016	Lynchburg and Danville Junction (n. o.).	Richmond and Danville R. R.	65.72	5,914.80	90.00
11018	Washington, D. C., and Alexandria, Va.	Alexandria and Washington R. R.	7.42	853.30	115.00
11021	Hagerstown, Md., and Roanoke, Va.	Shenandoah Valley R. R.	239.80	5,995.00	25.00
11038	North Danville, Va., and Charlotte, N. C.	Richmond and Danville R. R.	143.21	12,888.90	90.00
	WEST VIRGINIA.				
12002	Grafton and Parkersburgh	Baltimore and Ohio R. R.	104.50	8,360.00	80.00
	NORTH CAROLINA.				
13002	Weldon and Wilmington	Wilmington and Weldon R. R.	162.07	12,965.60	80.00
	SOUTH CAROLINA.				
Part. 14002	Florence, S. C., and Wilmington, N. C.	Wilmington, Columbia and Augusta R. R.	110.00	7,150.00	65.00
14004	Charleston, S. C., and Savannah, Ga.	Charleston and Savannah Rwy.	115.00	7,475.00	65.00
14005	Charleston and Florence	Northeastern R. R	102.00	6,630.00	65.00
	GEORGIA.				
15001	Atlanta, Ga., and Charlotte, N. C.	Richmond and Danville R. R.	268.03	24,122.70	90.00

's for the fiscal years ending June 30, 1888, and June 30, 1889, etc.—Continued.

June 30, 1880.			Increase per annum of 1880.	Decrease per annum of 1889.	Number of lines and authorized length of cars, June 30, 1889.	Remarks.
ength f route.	Pay per annum.	Pay per mile.				
Miles.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*		
291.50	184,040.00	430.00	26,520.00	.....	7 lines 60 feet, and 2 lines 50 feet.	1 line 50 feet R. P. O. established Sept. 30, 1888; 1 line 60 feet R. P. O. established Jun. 29, 1889, and 1 line 60 feet established Feb. 14, 1889, superseding 2 lines of 50 feet R. P. O. over the whole route.
150.50		390.00			7 lines 60 feet, and 1 line 50 feet.	
104.00	4,160.00	40.00	.....	.....	1 line 50 feet	
90.89	38,628.25	425.00	.....	.....	8 lines 60 feet, and 1 line 40 feet.	
252.90	97,047.50	275.00	.....	.....	5 lines 60 feet, and 1 line 40 feet.	
40.96	1,034.00	25.00	.....	.....	1 line 40 feet	
91.50	13,770.00	150.00	4,590.00	.....	3 lines 60 feet ...	1 line 60 feet R. P. O. allowed for from July 1, 1886.
138.01	3,450.25	25.00	.....	.....	1 line 40 feet	
390.39						
293.75	39,115.60	120.00	.....	.....	3 lines 50 feet ...	
96.64		40.00	.....	.....	1 line 50 feet	
91.14						
86.60	2,165.00	25.00	.....	.....	1 line 40 feet	
45.40	6,810.00	150.00	2,270.00	.....	3 lines 60 feet ...	1 line 60 feet R. P. O. allowed for from July 1, 1886.
115.90	13,908.00	120.00	.....	.....	3 lines 50 feet ...	
166.40	19,136.00	115.00	.....	.....	1 line 60 feet; 1 line 50 feet; 1 line 40 feet.	
23.29	1,871.20	80.00	.....	.....	2 lines 50 feet ...	
64.00	5,120.00	80.00	.....	.....	2 lines 50 feet ...	
294.40	10,220.00	50.00	1,356.00	.....	2 lines 40 feet ...	1 line 40 feet cars established Feb. 11, 1889, between Lynchburgh and Roanoke.
65.72	5,914.80	90.00	.....	.....	1 line 60 feet; 1 line 50 feet.	
7.42	853.30	115.00	.....	.....	1 line 60 feet; 1 line 50 feet; 1 line 40 feet.	
229.80	5,995.00	25.00	.....	.....	1 line 40 feet....	
143.21	12,888.90	90.00	.....	.....	1 line 60 feet; 1 line 50 feet.	
104.50	8,360.00	80.00	.....	.....	2 lines 50 feet ...	
61.87	12,949.60	90.00	.....	16.00	2 lines 50 feet ...	Decrease in distance.
10.40	7,176.00	65.00	26.00	.....	1 line 50 feet; 1 line 40 feet.	Increase in distance.
15.60	7,475.00	65.00	.....	.....	1 line 50 feet; 1 line 40 feet.	
12.44	6,658.60	65.00	28.60	.....	1 line 50 feet; 1 line 40 feet.	Do.
8.24	24,141.60	90.00	18.90	.....	1 line 60 feet; 1 line 50 feet.	Do.

I.—*Table showing the rate of pay per annum for the use of railway post-offices*

No. of route.	State and termini.	Corporate title of company.	June 30, 1888.		
			Length of route.	Pay per annum.	Pay per mile.
	GEORGIA—continued.				
			Miles.	*Dollars.*	*Dollars.*
15002	Atlanta, Ga., and Chattanooga, Tenn.	Western and Atlantic R. R	138.47	12,462.30	90.00
15003	Atlanta and West Point	Atlanta and West Point R. R.	87.36	4,368.00	50.00
15009	Savannah, Ga., and Jacksonville, Fla.	Savannah, Florida and Western Rwy.	171.50	11,147.50	65.00
15012	Macon and Atlanta	Central R. R. and Banking Co.			
Part 15016	Macon and Smithville	Southwestern R. R.			
Part 15023	Waycross and Albany	Brunswick and Albany R. R.			
15039	Smithville and Albany	Southwestern R. R.			
	ALABAMA.				
17001	Montgomery, Ala., and West Point, Ga.	Western Rwy. Co. of Alabama	86.21	4,310.50	50.00
17012	Mobile and Montgomery	Louisville and Nashville R. R.	180.57	9,028.50	50.00
17013	Mobile, Ala., and New Orleans, La.	do	141.43	7,071.50	50.00
17004	Montgomery and Decatur	South and North Alabama R. R.			
17015	Chattanooga, Tenn., and Meridian, Miss.	Alabama Great Southern R. R.			
	MISSISSIPPI.				
18001	New Orleans, La., and Cairo, Ill.	Illinois Central R. R	550.80	16,524.00	30.00
18010	Meridian, Miss., and New Orleans, La.	New Orleans and Northeastern R. R.			
	TENNESSEE.				
19002	Bristol and Chattanooga	East Tennessee, Virginia and Georgia Rwy.	242.17	12,108.50	50.00
19006	Nashville, Tenn., and Decatur, Ala.	Louisville and Nashville R. R.			
	KENTUCKY.				
20004	Cincinnati, Ohio, and Louisville, Ky.	Louisville and Nashville R. R.	109.00	6,540.00	60.00
20005	Louisville, Ky., and Nashville, Tenn.	do	185.00	11,100.00	60.00
20008	Bowling Green, Ky., and Memphis, Tenn.	do	263.15	7,894.50	30.00
20017	Cincinnati Junction (n. o.) and Louisville and Nashville Junction (n. o.).	do	4.50	270.00	60.00
20020	Cincinnati, Ohio, and Chattanooga, Tenn.	Cincinnati, New Orleans and Texas Pacific Rwy.	338.20	16,910.00	50.00
	OHIO.				
Part 21001	Bellaire and Newark	Baltimore and Ohio R. R.	105.47	4,218.80	40.00
21002	Pittsburgh, Pa., and Chicago, Ill.	Pennsylvania Co	468.20	23,410.00	50.00
21007	Elyria and Millbury	Lake Shore and Michigan Southern Rwy.	74.90	10,486.00	140.00
Part 21010	Chicago and Newark	Baltimore and Ohio R. R.	88.79	3,551.60	40.00
21014	Columbus and Cincinnati	Pittsburgh, Cincinnati and St. Louis Rwy.	120.05	12,005.00	100.00
21015	Columbus, Ohio, and Indianapolis, Ind.	Chicago, St. Louis and Pittsburgh R. R.	188.85	42,423.75	225.00
21019	Toledo, Ohio, and La Fayette, Ind. La Fayette, Ind., and Decatur, Ill. Decatur and Quincy, Ill	Wabash, St. Louis and Pacific Rwy.	204.70 117.40 151.27	26,851.80	50.00 90.00 40.00
21023	Dayton and Toledo	Dayton and Michigan R. R			
21026	Cincinnati and Dayton	Cincinnati, Hamilton and Dayton R. R.			
21028	Cincinnati, Ohio, and Parkersburgh, W. Va.	Cincinnati, Washington and Baltimore R. R.	195.15	15,612.00	80.00
21032	Pittsburgh, Pa., and Columbus, Ohio.	Pittsburgh, Cincinnati and St. Louis Rwy.	191.85	62,351.25	325.00

ears for the fiscal years ending June 30, 1888, and June 30, 1889, etc.—Continued.

June 30, 1889.			Increase per annum of 1889.	Decrease per annum of 1889.	Number of lines and authorized length of cars, June 30, 1889.	Remarks.
Length of route.	Pay per annum.	Pay per mile.				
Miles.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*		
128.34	12,450.60	96.00	.....	11.70	1 line 50 feet; 2 lines 40 feet.	Decrease in distance.
97.36	4,368.00	50.00	.....	.....	2 lines 40 feet ...	
171.56	11,151.40	65.00	3.90	.....	1 line 50 feet; 1 line 40 feet.	Increase in distance.
103.91	2,597.75	25.00	2,597.75	.....	1 line 40 feet ...	Established Nov. 3, 1888.
83.57	2,089.25	25.00	2,089.25	.....	1 line 40 feet	Established Dec. 3, 1888.
111.56	2,789.00	25.00	2,789.00	.....	1 line 40 feet	Established Dec. 16, 1888.
24.12	603.00	25.00	603.00	.....	1 line 40 feet	Established Dec. 3, 1888.
86.60	4,330.00	50.00	19.50	.....	2 lines 40 feet ...	Increase in distance.
179.34	8,967.00	50.00	.....	61.50	2 lines 40 feet ...	Decrease in distance.
140.06	7,003.00	50.00	.....	68.50	2 lines 40 feet ...	Do.
183.86	4,596.50	25.00	4,596.50	.....	1 line 40 feet, ...	Established July 1, 1888.
295.60	7,390.00	25.00	7,390.00	.....	1 line 40 feet	Do.
550.11	16,503.30	30.00	.....	20.70	1 line 45 feet	Decrease in distance.
196.30	4,907.50	25.00	4,907.50	.....	1 line 40 feet	1 line 40 feet authorized, Apr. 1, 1889.
243.79	12,139.50	50.00	31.00	.....	2 lines 40 feet ...	Increase in distance.
121.75	3,043.75	25.00	3,043.75	.....	1 line 40 feet	Established July 1, 1888.
108.00	6,540.00	60.00	.....	.....	2 lines 45 feet ...	
186.14	11,168.40	60.00	68.40	.....	2 lines 45 feet ...	Increase in distance.
282.70	7,881.00	30.00	.....	13.50	1 line 45 feet	Decrease in distance.
4.50	270.00	60.00	.....	.....	2 lines 45 feet ...	
338.70	16,935.00	50.00	25.00	.....	2 lines 40 feet ...	Increase in distance.
103.82	4,152.80	40.00	.....	66.00	1 line 50 feet	Decrease in distance.
468.20	23,410.00	50.00	.....	.....	1 line 60 feet	
75.01	4,875.65	65.00	.....	5,610.35	½ line 60 feet; 1 line 50 feet.	Increase in distance. Decrease in R. P. O. cars.
88.04	3,521.60	40.00	.....	30.00	1 line 50 feet	Decrease in distance.
120.29	12,029.00	100.00	24.00	.....	2 lines 60 feet ...	Increase in distance.
189.66	42,673.50	225.00	249.75	.....	4 lines 60 feet; 1 line 40 feet.	Do.
203.10	30,996.25	75.00	4,144.45	.....	1 line 60 feet; 1 line 50 feet.	Increase in distance and R. P. O. cars. Agreement with company for service to June 30, 1889.
119.80		100.00			1 line 60 feet; 1 line 50 feet; 1 line 40 feet; 1 line 40 feet.	
151.35		25.00				
144.18	3,604.50	25.00	3,604.50	.....	1 line 40 feet	Authorized from July 1, 1888.
58.38	1,459.50	25.00	1,459.50	.....	1 line 40 feet	Do.
195.30	15,624.00	25.00	12.00	.....	2 lines 50 feet ...	Increase in distance.
193.85	63,001.25	325.00	650.00	.....	6 lines 60 feet; 1 line 40 feet.	Do.

I.—*Table showing the rate of pay per annum for the use of railway post-office*

No. of route.	State and termini.	Corporate title of company.	June 30, 1888. Length of route.	Pay per annum.	Pay per mile.
	OHIO—continued.		*Miles.*	*Dollars.*	*Dollars.*
21042	Cleveland and Galion, Ohio	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	80.00	14,230.00	75.00
	Galion, Ohio, and Indianapolis, Ind.		164.60		50.00
21045	Toledo, Ohio, and Elkhart, Ind.	Lake Shore and Michigan Southern Rwy.	133.80	25,422.00	190.00
21047	Chicago, Ohio, and Chicago, Ill.	Baltimore and Ohio R. R.	271.00	10,840.00	40.00
21095	Buffalo, N. Y., and Cleveland, Ohio.	Lake Shore and Michigan Southern Rwy.	183.20	142,805.00	330.00
	Cleveland and Elyria, Ohio.		25.50		335.00
	Elyria and Millbury, Ohio		79.30		215.00
	Millbury and Toledo, Ohio		8.00		355.00
	Toledo, Ohio, and Elkhart, Ind.		142.70		140.00
	Elkhart, Ind., and Chicago, Ill.		101.30		330.00
21016	Galion, Ohio, and Indianapolis, Ind.	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	204.07	5,101.75	25.00
	INDIANA.				
22002	Indianapolis and Terre Haute.	Terre Haute and Indianapolis R. R.	74.39	16,737.75	225.00
22003	Indianapolis, Ind., and Cincinnati, Ohio.	Cincinnati, Indianapolis, St. Louis and Chicago Rwy.	111.40	10,026.00	90.00
22005	Indianapolis and La Fayette	do	64.79	5,831.10	90.00
22008	Louisville Junction, Ky. (n.o.), and Chicago, Ill.	Louisville, New Albany and Chicago Rwy.			
22010	Cincinnati, Ohio, and East St. Louis, Ill.	Ohio and Mississippi Rwy	338.20	23,674.00	70.00
22029	La Fayette, Ind., and Kankakee, Ill.	Cincinnati, La Fayette and Chicago R. R.	75.79	6,821.10	90.00
22044	Terre Haute, Ind., and East St. Louis, Ill.	Terre Haute and Indianapolis R. R.	166.69	37,505.25	225.00
	ILLINOIS.				
23001	Chicago, Ill., and Milwaukee, Wis.	Chicago and Northwestern Rwy.	85.40	2,135.00	25.00
23002	Chicago and Freeport	do	121.30	4,852.00	40.00
23003	Chicago, Ill., and Union Pacific Transfer (n. o.), Iowa.	do	489.90	28,321.00	
Part.	Chicago and Cedar Rapids	do	219.40		65.00
Part.	Cedar Rapids and Missouri Valley.	do	247.70		50.00
Part.	Missouri Valley and Council Bluffs.	do	21.40		75.00
Part.	Council Bluffs and Union Pacific Transfer (n. o.).	do	1.40		50.00
23007	Chicago, Ill., and Burlington, Iowa.	Chicago, Burlington and Quincy R. R.	206.00	58,948.00	
Part.	Chicago and Aurora	do	37.60		315.00
Part.	Aurora and Galesburgh	do	125.10		200.00
Part.	Galesburgh and Burlington	do	43.30		250.00
23010	Galesburgh and Quincy	do	100.61	6,539.65	65.00
23015	Chicago, Ill., and Davenport, Iowa.	Chicago, Rock Island and Pacific Rwy.	182.63	11,870.95	65.00
23017	Chicago and East St. Louis	Chicago and Alton R. R.	281.10	22,488.00	80.00
23020	Chicago and Cairo	Illinois Central R. R	365.53	20,469.05	
Part.	Chicago and Kankakee	do	55.87		140.00
Part.	Kankakee and Centralia	do	196.23		50.00
Part.	Centralia and Cairo	do	113.43		25.00

ars *for the fiscal years ending June* 30, 1888, *and June* 30, 1889, *etc.*—Continued.

June 30, 1889.			Increase per annum of 1889.	Decrease per annum of 1889.	Number of lines and authorized length of cars, June 30, 1889.	Remarks.
Length of route.	Pay per annum.	Pay per mile.				
Miles.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*		
79.74	14,089.50	75.00		140.50	3 lines 40 feet..	Decrease in distance.
182.18		50.00			2 lines 40 feet..	
133.97	25,454.30	190.00	32.30	.....	3 lines 60 feet; 1 line 50 feet.	Increase in distance.
271.28	10,851.20	40.00	11.20	.....	1 line 50 feet....	Do.
183.28	178,365.35	390.00	35,560.35	.....	7 lines 60 feet; 1 line 50 feet.	Increase in distance and R. P. O. cars.
25.06		390.00			7 lines 60 feet; 1 line 50 feet.	
79.77		325.00			5½ lines 60 feet; 1 line 50 feet.	
8.07		390.00			7 lines 60 feet; 1 line 50 feet.	
142.90		200.00				
101.20		390.00			3 lines 60 feet; 1 line 50 feet. 7 lines 60 feet; 1 line 50 feet.	
204.09	5,102.25	25.00	0.50	.....	1 line 40 feet....	
74.39	16,737.75	225.00	.....	.....	4 lines 60 feet; 1 line 40 feet.	
111.40	10,026.00	90.00	.....	.....	1 line 60 feet; 1 line 50 feet.	
64.91	5,841.90	90.00	10.80	.....	1 line 60 feet; 1 line 50 feet.	Increase in distance.
322.40	8,060.00	25.00	8,060.00	.....	1 line 40 feet....	Established from Aug. 5, 1888.
338.14	23,669.80	70.00	.....	4.20	1 line 50 feet; 1 line 45 feet.	Decrease in distance.
75.79	6,821.10	90.00	.....	.....	1 line 60 feet; 1 line 50 feet.	
167.75	37,743.75	225.00	238.50	.....	4 lines 60 feet; 1 line 40 feet.	
85.40	2,135.00	25.00	.....	.....	1 line 40 feet....	
121.30	4,852.00	40.00	.....	.....	1 line 50 feet....	
489.90	28,321.00	.....	.....	.....	.....	
219.40	.....	65.00	.....	.....	1 line 50 feet; 1 line 40 feet.	
247.70	.....	50.00	.....	.....	2 lines 40 feet...	
21.40	.....	75.00	.....	.....	3 lines 40 feet...	
1.40	.....	50.00	.....	.....	2 lines 40 feet...	
206.00	59,635.00	.....	667.00	.....	.....	Discontinuance of 1 line of 40-foot cars between Chicago and Aurora from Aug. 25, 1888, and increase to 60 feet in size of 1 line between Chicago and Galesburgh from Mar. 13, 1889.
37.60	.....	300.00	.....	.....	6 lines 60 feet...	
125.10	.....	250.00	.....	.....	5 lines 60 feet.	
43.30	.....	.....	.....	.....	.....	
100.61	7,545.75	75.00	1,006.10	.....	1 line 60 feet; 1 line 40 feet.	Increase to 60 feet of 1 line 50 feet from Mar. 13, 1889.
182.62	11,870.95	65.00	.....	.....	1 line 50 feet; 1 line 40 feet.	
281.10	25,299.00	90.00	2,811.00	.....	1 line 50 feet; 1 line 60 feet.	Increase to 60 feet of 1 line 50 feet from Apr. 1, 1889.
365.53	17,633.30	.....	.....	2,835.75	.....	
55.87	.....	140.00	.....	.....	2 lines 40 feet; 1 line 50 feet; 1 line 60 feet.	Discontinuance of 1 line 40 feet between Centralia and Cairo from July 1, 1888.
196.23	.....	50.00	.....	.....	2 lines 40 feet...	
.....	.....	.....	.....	.....	.....	

I.—*Table showing the rate of pay per annum for the use of railway post-offices*

No. of route.	State and termini.	Corporate title of company.	June 30, 1882.		
			Length of route.	Pay per annum.	Pay per mile.
	ILLINOIS—continued.		*Miles.*	*Dollars.*	*Dollars.*
23021	Dubuque, Iowa, and Centralia, Ill.	Illinois Central R. R	343.27	4,834.15	
Part.	Dubuque and Freeport	do	69.56		65.00
Part.	Freeport and Forreston	do	12.51		25.00
Part.	Mendota and Centralia	do			
23023	Decatur and East St. Louis	Wabash, St. Louis and Pacific Rwy.	113.66	5,683.00	50.00
23035	Chicago, Ill., and Milwaukee, Wis.	Chicago, Milwaukee and St. Paul Rwy.	85.98	17,196.00	200.00
23036	Aurora and Forreston	Chicago and Iowa R. R	81.60	2,040.00	25.00
23054	Chicago and Lanark Junction (n. o.).	Chicago, Milwaukee and St. Paul Rwy.	116.60	2,915.00	25.00
23105	Chicago and Freeport	Illinois Central R. R			
	MICHIGAN.				
24006	Detroit, Mich., and Chicago, Ill.	Michigan Central R. R	285.10	18,531.50	65.00
24006	Detroit and Jackson	do			
24010	Jackson and Grand Rapids	do			
24080	Jackson, Mich., and Chicago, Ill.	do			
	WISCONSIN.				
25001	Milwaukee, Wis., and North McGregor, Iowa.	Chicago, Milwaukee and St. Paul Rwy.	195.98	4,899.50	25.00
25002	Milwaukee and La Crosse	do	198.42	32,102.75	
Part.	Milwaukee and Portage	do	93.59		175.00
Part.	Portage and LaCrosse	do	104.83		150.00
25009	Chicago, Ill., and Fort Howard, Wis.	Chicago and Northwestern Rwy.	242.47	12,206.80	
Part.	Chicago and Harvard	do	62.70		80.00
Part.	Harvard and Janesville	do	28.40		40.00
Part.	Janesville and Fort Howard	do	151.37		
25010	Caledonia, Ill., and Winona Junction (n. o.), Wis.	do	189.55	7,582.00	40.00
Part.	Caledonia, Ill., and Evansville, Wis.	do			
Part.	Evansville and Winona Junction (n. o.).	do			
25011	Kenosha, Wis., and Rockford, Ill.	do	73.71	600.00	
Part.	Harvard and Caledonia	do	15.00		40.00
25014	Winona, Minn., and La Crosse, Wis.	do	33.86	1,188.40	
Part.	Winona and Winona Junction (n. o.).	do	29.71		40.00
25024	Racine, Wis., and Rock Island, Ill.	Chicago, Milwaukee and St. Paul Rwy.	197.85	550.00	
Part.	Lanark Junction (n. o.) and Savanna, Ill.	do	22.00		25.00
25064	Janesville and Evansville	Chicago and Northwestern Rwy.			
	MINNESOTA.				
26001	St. Paul, Minn., and Missoula, Mont.	Northern Pacific R. R	1280.02		
Part.	St. Paul, Minn., and Mandan, Dak.	do	476.10	11,902.50	25.00
26004	St. Cloud and St. Vincent	St. Paul, Minneapolis and Manitoba Rwy.			
Part.	St. Cloud and Barnesville	do			
26006	St. Paul and Breckenridge	do	214.58	5,364.50	25.00
Part.	St. Paul and Minneapolis	do			
26013	Minneapolis, Minn., and La Crosse, Wis.	Chicago, Milwaukee and St. Paul Rwy.	142.55	21,382.50	150.00
26025	St. Paul, Minn., and Sioux City, Iowa.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	269.79	6,744.75	25.00
26040	Minneapolis and St. Cloud	do			

cars for the *fiscal years ending June* 30, 1888, *and June* 30, 1889, *etc.*—Continued.

June 30, 1889.			Increase per annum of 1889.	Decrease per annum of 1889.	Number of lines and authorized length of cars, June 30, 1889.	Remarks.
Length of route.	Pay per annum.	Pay per mile.				
Miles.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*		
343.27	9,776.90		4,942.75			Establishment of 1 line 40 feet between Mendota and Centralia from Aug. 26, 1888, and discontinuance of 1 line 40 feet between Freeport and Forreston from June 10, 1889.
69.56		65.00			1 line 40 feet; 1 line 50 feet.	
210.22		25.00			1 line 40 feet	
113.66	8,524.50	75.00	2,841.50		1 line 50 feet; 1 line 60 feet.	Establishment of 1 line 50 feet from Jan. 1, 1889, pay to be for 40 feet to June 30, 1889.
85.98	17,196.00	200.00			2 lines 40 feet; 3 lines 60 feet.	
				2,040.00		Discontinuance from Aug 15, 1888.
116.60	2,915.00	25.00			1 line 40 feet	
114.44	2,861.00	25.00	2,861.00		1 line 40 feet	Establishment from June 10, 1889.
						Curtailment of route to end at Jackson from July 16, 1888.
76.96	7,986.30	105.00		10,545.20	2 lines 50 feet; 1 line 40 feet.	
94.68	3,787.20	40.00	3,787.20		1 line 50 feet	Establishment from July 16, 1888.
210.16	13,660.40	65.00	13,660.40		1 line 50 feet; 1 line 40 feet.	Establishment from July 16, 1888.
195.98	4,899.50	25.00			1 line 40 feet	
198.42	34,723.50	175.00	2,620.75		1 line 40 feet; 3 lines 60 feet.	Extension of 1 line 40 feet from Portage to La Crosse from May 1, 1889.
242.47	15,850.80		3,644.00			Establishment of an additional line of 50-feet cars between Harvard and Janesville from March 15, 1889.
		120.00			3 lines 50 feet	
		80.00			2 lines 50 feet	
		40.00			1 line 50 feet	
189.55	13,646.00		6,064.60			Establishment of an additional line of 50-feet cars between Evansville and Winona Junction from March 15, 1889.
37.95		40.00			1 line 50 feet	
151.60		80.00			2 lines 50 feet	
73.71	600.00					
15.00		40.00			1 line 50 feet	
33.86	2,376.80		1,188.40			
29.71		80.00			2 lines 50 feet	An additional line of 50-feet cars from March 15, 1889.
197.85	550.00					
22.00		25.00			1 line 40 feet	
16.75	670.00	40.00	670.00		1 line 50 feet	Establishment from March 15, 1889.
1280.02						
476.10	11,902.50	25.00			1 line 40 feet	
314.85						Establishment from Nov 11, 1888.
143.73	3,593.25	25.00	3,593.25		1 line 40 feet	
214.58						Transfer of R. P. O. cars to Routes 26004 and 26040.
10.44	261.00	25.00		5,103.50	1 line 40 feet	
142.55	21,382.50	150.00			3 lines 60 feet	
269.79	6,744.75	25.00			1 line 40 feet	
66.30	1,657.50	25.00	1,657.50		1 line 40 feet	Establishment from Nov. 11, 1888.

I.—*Table showing the rate of pay per annum for the use of railway post-offices*

No. of route.	State and termini.	Corporate title of company.	June 30, 1883.		
			Length of route.	Pay per annum.	Pay per mile.
	IOWA.		*Miles.*	*Dollars.*	*Dollars.*
27005	Burlington and Union Pacific Transfer (n. o.).	Chicago, Burlington and Quincy R. R.	294.00	73,500.00	250.00
27012	Clinton, Iowa, and La Crosse, Wis.	Chicago, Milwaukee and St. Paul Rwy.	181.79	.....	.....
Part.	Sabula and McGregor	....do	96.90	2,422.50	25.00
27014	Davenport and Union Pacific Transfer (n. o.).	Chicago, Rock Island and Pacific Rwy.	317.97	16,708.05	.....
Part.	Davenport and Iowa City	....do	53.97	.....	65.00
Part.	Iowa City and Union Pacific Transfer (n. o.).	....do	264.00	.....	50.00
27028	Savanna, Ill., and Union Pacific Transfer (n. o.).	Chicago, Milwaukee and St. Paul Rwy.	352.37	.....	.....
Part.	Savanna, Ill., and Sabula, Iowa	....do	3.42	85.50	25.00
27029	Missouri Valley and Sioux City.	Sioux City and Pacific R. R.	76.27	2,060.50	.....
Part.	Missouri Valley and California.	....do	6.15	.....	50.00
Part.	California and Sioux City	....do	.....	.....	.....
27073	Pacific Junction, Iowa, and Plattsmouth, Nebr.	Chicago, Burlington and Quincy R. R.	5.64	141.00	25.00
27077	California, Iowa, and Fremont, Nebr.	Sioux City and Pacific R. R.	32.01	800.25	25.00
	MISSOURI.				
28001	St. Louis, Mo., and Atchison, Kans.	Missouri Pacific Rwy	330.17	.....	.....
Part.	St. Louis and Kansas City	....do	283.12	42,468.00	150.00
28002	St. Louis and Bismarck	St. Louis, Iron Mountain and Southern Rwy.	75.33	4,896.45	65.00
28003	St. Louis, Mo., and Vinita, Ind. Ter.	St. Louis and San Francisco Rwy.	359.70	.....	.....
Part.	St. Louis and Monett	....do	282.10	14,105.00	50.00
28004	St. Louis and Kansas City	Wabash Western Rwy.	277.46	13,873.00	50.00
28005	Quincy, Ill., and St. Joseph, Mo.	Hannibal and St. Joseph R. R.	207.55	.....	.....
Part.	Quincy, Ill., and Cameron, Mo.	....do	171.24	11,130.60	65.00
28006	Kansas City, Mo., and Union Pacific Transfer (n. o.).	Kansas City, St. Joseph and Council Bluffs R. R.	201.23	5,030.50	25.00
Part.	Kansas City and Napier (n. o.)	....do	.....	.....	.....
Part.	Napier, Mo., and Union Pacific Transfer (n. o.).	....do	.....	.....	.....
28010	Kansas City and Cameron	Hannibal and St. Joseph R. R.	55.08	3,580.20	65.00
28011	Sedalia, Mo., and Denison, Tex.	Missouri, Kansas and Texas Rwy.	433.13	10,828.25	25.00
28026	Bismarck, Mo., and Texarkana, Ark.	Missouri Pacific Rwy	414.28	26,928.20	65.00
28064	Napier (n. o.), Mo., and Rulo Y (n. o.), Nebr.	Burlington and Missouri River R. R. Co. in Nebraska.	.....	.....	.....
	KANSAS.				
33001	Kansas City, Mo., and Denver, Colo.	Union Pacific Rwy	641.02	16,025.50	25.00
Part 33010	Topeka, Kans., and Pueblo, Colo.	Atchison, Topeka and Santa Fé R. R.	569.75	45,580.00	80.00
Part 33012	Rulo Y (n. o.), Nebr., and Table Rock, Nebr.	Burlington and Missouri River R. R. (in Nebraska).	.....	.....	.....
33016	Topeka, Kans., and Kansas City, Mo.	Atchison, Topeka and Santa Fé R. R.	66.88	5,350.40	80.00
	NEBRASKA.				
34001	Union Pacific Transfer (n. o.), Iowa, and Cheyenne, Wyo.	Union Pacific Rwy	293.03	66,363.50	100.00
	Cheyenne, Wyo., and Ogden, Utah.		741.21		50.00

cars for the *fiscal years ending June* 30, 1888, *and June* 30, 1889, *etc.*—Continued.

June 30, 1889.			Increase per annum of 1889.	Decrease per annum of 1889.	Number of lines and authorized length of cars, June 30, 1889.	Remarks.
Length of route.	Pay per annum.	Pay per mile.				
Miles.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*		
294. 00	73, 500. 00	250. 00	.....	.....	5 lines 60 feet ..	
181. 79	.....	.....	.....	.....	.....	
96. 90	2, 422. 50	25. 00	.....	.....	1 line 40 feet....	
317. 97	16, 708. 05	.....	.....	.....	.....	
53. 97	.....	65. 00	.....	.....	1 line 50 feet; 1 line 40 feet.	
264. 00	.....	50. 00	.....	.....	1 line 50 feet....	
352. 37	.....	.....	.....	.....	.....	
3. 42	85. 50	25. 00	.....	.....	1 line 40 feet....	
76. 27	2, 060. 50	.....	.....	.....	.....	
6. 15	.....	50. 00	.....	.....	2 lines 40 feet...	
70. 12	.....	25. 00	.....	.....	1 line 40 feet....	
5. 64	225. 60	40. 00	84. 60	.....	1 line 50 feet....	1 line 50 feet substituted for 1 line 40 feet.
32. 01	800. 25	25. 00	.....	.....	1 line 40 feet....	
330. 17	.....	.....	.....	.....	.....	
283. 12	49, 546. 00	175. 00	7, 078. 00	.....	3 lines 60 feet; 1 line 40 feet.	An additional line of 40-foot cars from Nov. 20, 1888.
75. 33	4, 896. 45	65. 00	.....	.....	.....	
359. 70	.....	.....	.....	.....	.....	
282. 10	14, 105. 00	50. 00	.....	.....	2 lines 40 feet...	
276. 80	13, 840. 00	50. 00	.....	33. 00	2 lines 40 feet...	
207. 55	.....	.....	.....	.....	.....	
171. 24	11, 130. 60	65. 00	.....	.....	1 line 50 feet; 1 line 40 feet.	
197. 62	7, 506. 00	.....	2, 475. 50	.....	.....	Change in distance and additional R. P. O. cars transferred from Route 28030.
102. 62	.....	50. 00	.....	.....	2 lines 40 feet...	
95. 00	.....	25. 00	.....	.....	1 line 40 feet....	
55. 08	2, 580. 20	65. 00	.....	.....	1 line 50 feet; 1 line 40 feet.	
433. 13	21, 656. 50	50. 00	10, 828. 25	.....	2 lines 40 feet...	An additional line of 40-foot cars.
414. 28	26, 928. 20	65. 00	292. 50	.....	1 line 50 feet; 1 line 40 feet.	
11. 70	292. 50	25. 00	.....	.....	1 line 40 feet....	Establishment from April 7, 1889.
641. 02	16, 025. 50	25. 00	.....	.....	1 line 40 feet....	
569. 75	51, 277. 50	90. 00	5, 697. 50	.....	1 line 50 feet... 1 line 60 feet...	1 line of 50-feet cars superseded by 1 line of 60-feet cars.
38. 80	970. 00	25. 00	970. 00	.....	1 line 40 feet....	
66. 88	6, 019. 20	90. 00	668. 80	.....	1 line 50 feet... 1 line 60 feet...	1 line of 50-feet cars superseded by 1 line of 60-feet cars.
518. 44	64, 673. 00	75. 00	.....	1, 690. 50	1 line 60 feet; 1 line 40 feet.	Decrease R. P. O. service, 1 line of 40-feet cars having been discontinued between Union Pacific Transfer and North Platte and transferred to run between North Platte and Cheyenne.
515. 80		50. 00			1 line 60 feet...	

I.—*Table showing the rate of pay per annum for the use of railway post-office*

No. of route.	State and termini.	Corporate title of company.	June 30, 1868.		
			Length of route.	Pay per annum.	Pay per mile.
	ILLINOIS—continued.		*Miles.*	*Dollars.*	*Dollars.*
23021	Dubuque, Iowa, and Centralia, Ill.	Illinois Central R. R	343.27	4,834.15	
Part.	Dubuque and Freeport	do	69.56		65.00
Part.	Freeport and Forreston	do	12.51		25.00
Part.	Mendota and Centralia	do			
23023	Decatur and East St. Louis	Wabash, St. Louis and Pacific Rwy.	113.66	5,683.00	50.00
23035	Chicago, Ill., and Milwaukee, Wis.	Chicago, Milwaukee and St. Paul Rwy.	85.98	17,196.00	200.00
23036	Aurora and Forreston	Chicago and Iowa R. R.	81.60	2,040.00	25.00
23054	Chicago and Lanark Junction (n. o.).	Chicago, Milwaukee and St. Paul Rwy.	116.60	2,915.00	25.00
23105	Chicago and Freeport	Illinois Central R. R			
	MICHIGAN.				
24006	Detroit, Mich., and Chicago, Ill.	Michigan Central R. R	285.10	18,531.50	65.00
24006	Detroit and Jackson	do			
24010	Jackson and Grand Rapids	do			
24080	Jackson, Mich., and Chicago, Ill.	do			
	WISCONSIN.				
25001	Milwaukee, Wis., and North McGregor, Iowa.	Chicago, Milwaukee and St. Paul Rwy.	195.98	4,899.50	25.00
25002	Milwaukee and La Crosse	do	198.42	32,102.75	
Part.	Milwaukee and Portage	do	93.59		175.00
Part.	Portage and LaCrosse	do	104.83		150.00
25009	Chicago, Ill., and Fort Howard, Wis.	Chicago and Northwestern Rwy.	242.47	12,206.80	
Part.	Chicago and Harvard	do	62.70		80.00
Part.	Harvard and Janesville	do	28.40		40.00
Part.	Janesville and Fort Howard	do	151.37		
25010	Caledonia, Ill., and Winona Junction (n. o.), Wis.	do	189.55	7,582.00	40.00
Part.	Caledonia, Ill., and Evansville, Wis.	do			
Part.	Evansville and Winona Junction (n. o.).	do			
25011	Kenosha, Wis., and Rockford, Ill.	do	73.71	600.00	
Part.	Harvard and Caledonia	do	15.00		40.00
25014	Winona, Minn., and La Crosse, Wis.	do	33.86	1,188.40	
Part.	Winona and Winona Junction (n. o.).	do	29.71		40.00
25024	Racine, Wis., and Rock Island, Ill.	Chicago, Milwaukee and St. Paul Rwy.	197.85	550.00	
Part.	Lanark Junction (n. o.) and Savanna, Ill.	do	22.00		25.00
25064	Janesville and Evansville	Chicago and Northwestern Rwy.			
	MINNESOTA.				
26001	St. Paul, Minn., and Missoula, Mont.	Northern Pacific R. R	1280.02		
Part.	St. Paul, Minn., and Mandan, Dak.	do	476.10	11,902.50	25.00
26004	St. Cloud and St. Vincent	St. Paul, Minneapolis and Manitoba Rwy.			
Part.	St. Cloud and Barnesville	do			
26006	St. Paul and Breckenridge	do	214.58	5,364.50	25.00
Part.	St. Paul and Minneapolis	do			
26013	Minneapolis, Minn., and La Crosse, Wis.	Chicago, Milwaukee and St. Paul Rwy.	142.55	21,382.50	150.00
26025	St. Paul, Minn., and Sioux City, Iowa.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	269.79	6,744.75	25.00
26040	Minneapolis and St. Cloud	do			

cars for the fiscal years ending June 30, 1888, and June 30, 1889, etc.—Continued.

June 30, 1889.			Increase per annum of 1889.	Decrease per annum of 1889.	Number of lines and authorized length of cars, June 30, 1889.	Remarks.
Length of route.	Pay per annum.	Pay per mile.				
Miles.	*Dollars*	*Dollars.*	*Dollars.*	*Dollars.*		
343.27	9,776.90	.....	4,942.75	.....	.....	Establishment of 1 line 40 feet between Mendota and Centralia from Aug. 26, 1888, and discontinuance of 1 line 40 feet between Freeport and Forreston from June 10, 1889.
69.56	.....	65.00	.....	.....	1 line 40 feet; 1 line 50 feet.	
.....	.....	.....	.....	.....	.....	
210.22	.....	25.00	.....	.....	1 line 40 feet...	
113.66	8,524.50	75.00	2,841.50	.....	1 line 50 feet; 1 line 60 feet.	Establishment of 1 line 50 feet from Jan. 1, 1889, pay to be for 40 feet to June 30, 1889.
85.98	17,196.00	200.00	.....	.....	2 lines 40 feet; 3 lines 60 feet.	
.....	.....	.....	.....	2,040.00	.....	Discontinuance from Aug 15, 1888.
116.60	2,915.00	25.00	.....	.....	1 line 40 feet....	
114.44	2,861.00	25.00	2,861.00	.....	1 line 40 feet....	Establishment from June 10, 1889.
.....	.....	.....	.....	.....	.....	Curtailment of route to end at Jackson from July 16, 1888.
76.66	7,986.30	105.00	.....	10 545.20	2 lines 50 feet; 1 line 40 feet.	
94.68	3,787.20	40.00	3,787.20	.....	1 line 50 feet....	Establishment from July 16, 1888.
210.16	13,660.40	65.00	13,660.40	.....	1 line 50 feet; 1 line 40 feet.	Establishment from July 16, 1888.
195.98	4,899.50	25.00	.....	.....	1 line 40 feet....	
198.42	34,723.50	175.00	2,620.75	.....	1 line 40 feet; 3 lines 60 feet.	Extension of 1 line 40 feet from Portage to La Crosse from May 1, 1889.
.....	.....	.....	.....	.....	.....	
242.47	15,850.80	.....	3,644.00	.....	.....	Establishment of an additional line of 50-feet cars between Harvard and Janesville from March 15, 1889.
.....	.....	120.00	.....	.....	3 lines 50 feet...	
.....	.....	80.00	.....	.....	2 lines 50 feet..	
.....	.....	40.00	.....	.....	1 line 50 feet ..	
189.55	13,646.00	.....	6,064.60	.....	.....	Establishment of an additional line of 50-feet cars between Evansville and Winona Junction from March 15, 1889.
37.95	.....	40.00	.....	.....	1 line 50 feet....	
151.60	.....	80.00	.....	.....	2 lines 50 feet...	
73.71	600.00	.....	.....	.....	.....	
15.00	.....	40.00	.....	.....	1 line 50 feet....	
33.86	2,376.80	.....	1,188.40	.....	.....	
29.71	.....	80.00	.....	.....	2 lines 50 feet...	An additional line of 50-feet cars from March 15, 1889.
197.85	550.00	.....	.....	.....	.....	
22.00	.....	25.00	.....	.....	1 line 40 feet....	
16.75	670.00	40.00	670.00	.....	1 line 50 feet....	Establishment from March 15, 1889.
1280.02	.....	.....	.....	.....	.....	
476.10	11,902.50	25.00	.....	.....	1 line 40 feet....	
314.85	.....	.....	.....	.....	.....	Establishment from Nov 11, 1888.
143.73	3,593.25	25.00	3,593.25	.....	1 line 40 feet....	
214.58	.....	.....	.....	.....	.....	Transfer of R. P. O. cars to Routes 26004 and 26040.
10.44	261.00	25.00	.....	5,103.50	1 line 40 feet....	
142.55	21,382.50	150.00	.....	.....	3 lines 60 feet...	
269.79	6,744.75	25.00	.....	.....	1 line 40 feet....	
66.30	1,657.50	25.00	1,657.50	.....	1 line 40 feet....	Establishment from Nov. 11, 1888.

I.—*Table showing the rate of pay per annum for the use of railway post offices*

No. of route.	State and termini.	Corporate title of company.	June 30, 1888.		
			Length of route.	Pay per annum.	Pay per mile.
	IOWA.		*Miles.*	*Dollars.*	*Dollars.*
27005	Burlington and Union Pacific Transfer (n. o.).	Chicago, Burlington and Quincy R. R.	294.00	73,500.00	250.00
27012	Clinton, Iowa, and La Crosse, Wis.	Chicago, Milwaukee and St. Paul Rwy.	181.79		
Part.	Sabula and McGregor	do	96.90	2,422.50	25.00
27014	Davenport and Union Pacific Transfer (n. o.).	Chicago, Rock Island and Pacific Rwy.	317.97	16,708.05	
Part.	Davenport and Iowa City	do	53.97		65.00
Part.	Iowa City and Union Pacific Transfer (n. o.).	do	264.00		50.00
27028	Savanna, Ill., and Union Pacific Transfer (n. o.).	Chicago, Milwaukee and St. Paul Rwy.	352.37		
Part.	Savanna, Ill., and Sabula, Iowa	do	3.42	85.50	25.00
27029	Missouri Valley and Sioux City.	Sioux City and Pacific R. R.	76.27	2,060.50	
Part.	Missouri Valley and California.	do	6.15		50.00
Part.	California and Sioux City	do			
27073	Pacific Junction, Iowa, and Plattsmouth, Nebr.	Chicago, Burlington and Quincy R. R.	5.64	141.00	25.00
27077	California, Iowa, and Fremont, Nebr.	Sioux City and Pacific R. R.	32.01	800.25	25.00
	MISSOURI.				
28001	St. Louis, Mo., and Atchison, Kans.	Missouri Pacific Rwy	330.17		
Part.	St. Louis and Kansas City	do	283.12	42,468.00	150.00
28002	St. Louis and Bismarck	St. Louis, Iron Mountain and Southern Rwy.	75.33	4,896.45	65.00
28003	St. Louis, Mo., and Vinita, Ind. Ter.	St. Louis and San Francisco Rwy.	359.70		
Part.	St. Louis and Monett	do	282.10	14,105.00	50.00
28004	St. Louis and Kansas City	Wabash Western Rwy	277.46	13,873.00	50.00
28005	Quincy, Ill., and St. Joseph, Mo.	Hannibal and St. Joseph R. R.	207.55		
Part.	Quincy, Ill., and Cameron, Mo.	do	171.24	11,130.60	65.00
28006	Kansas City, Mo., and Union Pacific Transfer (n. o.).	Kansas City, St. Joseph and Council Bluffs R. R.	201.23	5,030.50	25.00
Part.	Kansas City and Napier (n. o.)	do			
Part.	Napier, Mo., and Union Pacific Transfer (n. o.).	do			
28010	Kansas City and Cameron	Hannibal and St. Joseph R. R.	55.08	3,580.20	65.00
28011	Sedalia, Mo., and Denison, Tex.	Missouri, Kansas and Texas Rwy.	433.13	10,828.25	25.00
28026	Bismarck, Mo., and Texarkana, Ark.	Missouri Pacific Rwy	414.28	26,928.20	65.00
28064	Napier (n. o.), Mo., and Rulo Y (n. o.), Nebr.	Burlington and Missouri River R. R. Co. in Nebraska.			
	KANSAS.				
33001	Kansas City, Mo., and Denver, Colo.	Union Pacific Rwy	641.02	16,025.50	25.00
Part 33010	Topeka, Kans., and Pueblo, Colo.	Atchison, Topeka and Santa Fé R. R.	509.75	45,580.00	89.00
Part 33012	Rulo Y (n. o.), Nebr., and Table Rock, Nebr.	Burlington and Missouri River R. R. (in Nebraska).			
33016	Topeka, Kans., and Kansas City, Mo.	Atchison, Topeka and Santa Fé R. R.	66.88	5,350.40	80.00
	NEBRASKA.				
34001	Union Pacific Transfer (n. o.), Iowa, and Cheyenne, Wyo.	Union Pacific Rwy	293.03	66,363.50	100.00
	Cheyenne, Wyo., and Ogden, Utah.		741.21		50.00

L.—*Statement showing miles of railroad mail service ordered from July 1, 1888, to June 30, 1889.*

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
			Ext.....	Somerset Rwy.....	5.93	Jan. 1, 1889
18	Maine.....	North Anson and Oakland. Ext. Embden.....				
	New Hampshire..	None.				
2017	Vermont.....	Montpelier Junction (n. o.) and Barre. Ext. Williamstown...	....do	Central Vermont R. R.....	7.45	Dec. 17, 1888
3079	Massachusetts....	Winthrop Junction (n. o.) and Revere.....	New.....	Boston, Revere Beach and Lynn R. R.....	1.80	Aug. 23, 1888
3080	....do	Boston and Northampton.....	....do	Boston and Maine R. R.....	104.04	Jan. 14, 1889
3081	....do	Chatham Station (n. o.) and Harwich Junction (n. o).....	....do	Old Colony R. R.....	7.04	Apr. 1, 1889
	Rhode Island	None.				
	Connecticut	None.				
6137	New York.....	Cornwall Junction (n. o.) and New York (lap)	New	New York, Ontario and Western Rwy.....	57.70	Nov. 12, 1888
6138	....do	Fulton and Woodard Junction (n. o.).....	....do	Rome, Watertown and Ogdensburg R. R.....	17.43	Jan. 1, 1889
6101	....do	New Berlin and Edmeston	Ext.....	New York, Ontario and Western Rwy.....	7.08	May 22, 1889
7060	New Jersey.....	Sea Isle Junction and Sea Isle City. Ext. Ocean City.....	....do	West Jersey R. R.....	16.68	July 30, 1888
7062	....do	Anglesea and Holly Beach.....	New	.....do	3.27	Aug. 6, 1888
7065	....do	Hightstown and Pemberton	....do	Union Transportation Co.....	25.89	Oct. 16, 1888
7067	....do	New Germantown and White House Station.....	....do	Rockaway Valley R. R.....	4.72	Jan. 28, 1889
8099	Pennsylvania.....	Osceola Mills and Madera. Ext. Belsena Mills	Ext.....	Pennsylvania R. R.....	2.16	July 16, 1888
8179	....do	Wampum Junction (n. o.) and Kenwood Junction (n. o.).....	New	Pennsylvania Co.....	12.50	Apr. 16, 1888
8180	.. .do	Rockhill Furnace and McNeal.....	....do	East Broad Top R. R. and Coal Co.....	11.08	Jan. 21, 1889
8181	....do	Bear Creek and Bear Creek Junction (n. o.)	....do	Lehigh Valley R. R.....	5.43	Feb. 6, 1889
8182	....do	La Jose Station (n. o.) and Hastings	... do	Pennsylvania R. R.....	14.38	Mar. 1, 1889
8172	....do	Bloomsburgh and Benton. Ext. Jameson City (n. o.).....	Ext.....	Bloomsburg and Sullivan R. R.....	9.74	Apr. 1, 1889
	Delaware.....	None.				
10016	Maryland.....	Bay View (n. o.) and Canton Docks (n. o.).....	New	Northern Central Rwy	2.10	June 24, 1889
10022	....do	Baltimore and Brooklyn. Ext. South Baltimore.....	Ext.....	Baltimore and Ohio R. R.....	2.63	Nov. 19, 1888
11040	Virginia.....	Estillville and Spear's Ferry.....	... do	South Atlantic and Ohio R. R.....	9.84	Aug. 27, 1888
11041	....do	Bremo Bluff and Arvonia.....	New	Richmond and Alleghany R. R	4.93	Oct. 1, 1888
11042	....do	Norfolk and Belfield.....	....do	Atlantic and Danville Rwy.....	77.95	Nov. 19, 1888
11032	....do	Oxford and Durham	Ext.....	Richmond and Danville R. R.....	32.17	Dec. 10, 1888
11043	....do	Graham and Tazewell Court-House	New	Norfolk and Western R. R.....	20.89	Dec. 19, 1888
11044	....do	Lynchburgh and Rustburgh.....	....do	Lynchburgh and Durham R. R.....	11.88	Jan. 28, 1889
11030	.. do	Stating terminus to be Woodley.....	....do	Suffolk and Carolina Rwy	1.91	Jan. 10, 1889
11044	....do	Add to length of route terminal West Rustburgh	.....	Lynchburgh and Durham R. R.....	.11	Apr. 22, 1889
11040	....do	Spear's Ferry and Clinchport.....	Ext.....	South Atlantic and Ohio R. R.....	2.16	May 27, 1889
12022	West Virginia	Coopers and Elkhorn	New	Norfolk and Western R. R.....	8.10	Nov. 5, 1888
12023	....do	Hancock Station (n. o.) and Berkeley Springs	....do	Baltimore and Ohio R. R.....	6.41	Dec. 10, 1888
12024	....do	Douglas and Jackson Court-House.....	....do	Ripley and Mill Creek Valley R. R	13.40	Jan. 28, 1889
12016	....do	Duhring and Flipping	Ext.....	Norfolk and Western R. R.....	1.59	Feb. 19, 1889
12025	....do	Harrison (n. o.) and Elk Garden	New	West Virginia Central and Pittsburgh Rwy..	7.15	Mar. 4, 1889
12026	....do	Sewell Depot and Cliff Top.....	....do	Longdale Iron Co.....	10.10	Mar. 18, 1889
13036	North Carolina ...	Cameron and Carthage	New	Carthage R. R	10.78	Oct. 29, 1888
13033	....do	Roxbel and Lewiston.....	Ext.....	Roanoke and Tar River R. R.....	6.53	Nov. 12, 1888
13037	....do	Stokesdale and Madison	New	Cape Fear and Yadkin Valley Rwy	11.48	Feb. 25, 1889
13038	....do	Monroe, N. C., and Chester, S. C.....	....do	Georgia, Carolina and Northern Rwy	45.66	Mar. 25, 1889

L.—*Statement showing miles of railroad mail service ordered from July 1, 1888, to June 30, 1889*—Continued.

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
13039	North Carolina	Mackey's Ferry and Lee's Mills	New	Albemarle and Pantego R. R	4.43	May 1, 1889
13040	do	Winston and Walnut Cove	do	Roanoke and Southern Rwy	18.52	June 10, 1889
14030	South Carolina	Pe Dee Junction (n. o.) and Dillon	do	Florence R. R	17.56	Aug. 6, 1888
14027	do	Lancaster and Rock Hill	Ext	Charleston, Cincinnati and Chicago R. R	23.90	Nov. 5, 1888
14022	do	Add to length of route	do	Eutawville R. R	.31	Sept. 3, 1888
14026	do	Sally and Wagner	do	Blacksville, Alston and Newberry R. R	7.69	Dec. 3, 1888
14027	do	Rock Hill, S. C., and Rutherfordton, N. C	do	Charleston, Cincinnati and Chicago R. R	84.50	Feb. 25, 1889
14031	do	Aiken and Edgefield	New	Carolina, Cumberland Gap and Chicago R. R	24.87	Feb. 25, 1889
14030	do	Dillon, S. C., and Rowland, N. C	Ext	Florence R. R	9.94	Feb. 4, 1889
14026	do	Perry and Sievern	do	Blackville, Alston and Newberry R. R	9.01	Apr. 8, 1889
15056	Georgia	Zebulon and Culloden	do	Atlanta and Florida Rwy	25.53	Aug. 6, 1888
15056	do	Culloden and Fort Valley	do	do	28.35	Sept. 17, 1888
15057	do	Chattanooga, Tenn., and Carrollton, Ga	New	Chattanooga, Rome and Columbus R. R	138.09	Sept. 24, 1888
15058	do	Macon and Cordele	do	Georgia Southern and Florida R. R	66.10	Nov. 5, 1888
15052	do	Madison and Athens	Ext	Covington and Macon R. R	34.16	Jan. 21, 1889
15058	do	Cordele and Tifton	do	Georgia Southern and Florida R. R	39.85	Feb. 4, 1889
15058	do	Tifton and Valdosta	do	do	47.45	Apr. 1, 1889
16029	Florida	Tarpon Springs and St. Petersburgh	do	Orange Belt Rwy	33.08	July 16, 1888
16034	do	Tavares and Clearmont	New	Tavares, Apopka and Gulf R. R	29.34	July 23, 18 8
16035	do	Thomasville, Ga., and Monticello, Fla	do	Savannah, Florida and Western Rwy	24.84	Nov. 5, 1888
16036	do	Jacksonville and Mayport	do	Jacksonville, Mayport, Pablo Rwy. and Navigation Co.	18.61	Dec. 24, 1888
16033	do	Dunnellon and Homosassa	Ext	Silver Springs, Ocala and Gulf R. R	23.55	Feb. 4, 1889
17011	Alabama	Sheffield and Jasper	New	Sheffield and Birmingham Coal, Iron & Rwy. Co.	87.70	July 9, 1888
17016	do	Childersburgh and Birmingham	Ext	Columbus and Western Rwy	42.01	Sept. 24, 1888
17033	do	Rome, Ga., and Atalla, Ala	New	Rome and Decatur R. R	63.70	Nov. 12, 1888
17034	do	Mobile and Selma	do	Mobile and Birmingham Rwy	163.22	Nov. 12, 1888
17035	do	Anniston and Attalla	do	Anniston and Cincinnati R. R	35.99	Dec. 3, 1888
17021	do	Clayton and Ozark	do	Savannah and Western R. R	38.03	Dec. 10, 1888
17027	do	Patsburgh and Luverne	Ext	Montgomery and Florida Rwy	5.69	Mar. 4, 1889
17036	do	Birmingham and Oneonta	do	Birmingham Mineral R. R	36.68	Apr. 15, 1889
18008	Mississippi	New Albany and Pontotoc	New	Ship Island, Ripley and Kentucky R. R	18.74	July 2, 1888
18024	do	Amory and Aberdeen	Ext	Kansas City, Memphis and Birmingham R. R	13.98	July 2, 1888
18025	do	Lamont and Rosedale	New	Louisville, New Orleans and Texas Rwy	25.63	Apr. 8, 1889
19027	Tennessee	Memphis and Jackson	do	Tenn. Midland Rwy	86.39	July 23, 1888
19028	do	Moffatt (n. o.) and Troy	New	Troy and Tiptonville R. R	6.70	Aug. 22, 1888
19017	do	St. Joseph, Ala., and Sheffield, Ala	do	Nashville and Florence R. R	29.54	Sep. 3, 1888
19022	do	Oliver Springs and Clinton	Ext	East Tenn., Virginia and Georgia Rwy	18.83	Sept. 17, 1888
19023	do	Iron City and Lawrence Ore Banks	do	Nashville, Florence and Sheffield Rwy	11.65	Oct. 15, 1889
19021	do	Balta and Jewett	New	Tenn. Central R. R	2.99	Jan. 14, 1889
19016	do	Aetna and Kimmins	Ext	Nashville, Chatt. and St. Louis Rwy	3.35	Jan. 21, 1889
19018	do	Sparta and Bon Air	do	do	6.56	May 6, 1889
19027	do	Jackson and Perryville	do	Tenn. Midland Rwy	48.10	May 27, 1889

20009	Kentucky	Louisville and Harrodsburgh	New	Louisville Southern R. R	84.60	July 15, 1888	
20025	...do	Ashland and Augusta	...do	Maysville and Big Sandy R. R	100.94	Oct. 22, 1888	
20040	...do	Louisville and Owensborough	Ext	Louisville, St. Louis and Texas Rwy	112.81	Jan. 7, 1889	
20025	...do	Augusta, Ky., and Cincinnati, Ohio	...do	Maysville and Big Sandy R. R	44.29	Jan. 15, 1889	
20029	...do	Midway and Georgetown	...do	Versailles and Midway Rwy	10.98	Feb. 11, 1889	
20040	...do	Owensborough and Henderson		Louisville, St. Louis and Texas Rwy	29.70	Feb. 18, 1889	
20003	...do	Change site of post-office at Lexington		Louisville and Nashville R. R	.16	Feb. 25, 1889	
20002	...do	Change, initial point from Covington to Cincinnati, Ohio		Kentucky Central Rwy	1.39	Apr. 8, 1889	
24075	Ohio	Alvordton, Ohio, and Addison, Mich	Ext	Cinn., Jackson and Mackinaw R. R	25.72	July 9, 1888	
21069	...do	Thurston and Columbus	...do	Columbus and Eastern R. R	30.55	July 1, 1888	
21069	...do	Fultonham and Zanesville	...do	...do	11.26	July 1, 1888	
21103	...do	Darlington (n. o.) and Dillon	New	...do	9.32	July 1, 1888	
21020	...do	Bloomington and Peoria, Ill	Ext	Lake Erie and Western Rwy	41.08	July 16, 1888	
21100	...do	Waterford and Marietta	...do	Zanesville and Ohio River Rwy	20.14	July 11, 1888	
21050	...do	McComb and Findlay	...do	Columbus, Findlay and Northern R. R	9.49	Oct. 8, 1888	
21096	...do	Big Run and Stewart	...do	Marietta, Columbus and Northern R. R	4.86	Oct. 22, 1888	
21025	...do	Cincinnati and Hamilton	...do	Chicago, St. Louis and Pittsburgh R. R	30.27	Jan. 7, 1889	
21075	...do	Carlisle and Franklin	...do	Cinn., Jackson and Mackinaw R. R	1.89	Jan. 17, 1889	
21041	...do	Bridgeport and Bellaire	...do	Cleveland, Lorain and Wheeling R. R	2.36	Mar. 18, 1889	
21104	...do	Cincinnati and Cheviot	...do	Cincinnati and Westwood R. R	7.50	May 6, 1889	
21105	...do	Findlay and Glandorf	...do	American Midland R. R	23.10	May 13, 1889	
22057	Indiana	Goodland, Ind., and Momence, Ill	New	Chicago and Indiana Coal Rwy	34.64	Dec. 17, 1888	
22058	...do	Goshen, Ind., and Sturgis, Mich	...do	Canada and St. Louis Rwy	29.21	Mar. 4, 1889	
22007	...do	Jeffersonville, Ind., and Louisville, Ky	Ext	Pennsylvania Co	1.42	June 1, 1889	
22059	...do	Logansport and Clymers (n. o)	...do	Wabash Western Rwy	6.80	June 21, 1889	
23101	Illinois	Chicago and Evanston	New	Chicago, Milwaukee and St. Paul Rwy	12.60	Sept. 3, 1888	
23102	...do	Streator and Walnut	...do	Chicago, Burlington and Quincy R. R	59.92	Sept. 24, 1888	
23103	...do	Freeport, Ill., and Madison, Wis	...do	Illinois Central R. R. Co., lessee of the Chicago, Madison and Northwestern R. R.	63.16	Oct. 1, 1888	
23104	...do	Red Oak, Ill., and Dodgeville, Wis	...do	Illinois Central R. R	57.35	Oct. 8, 1888	
23097	...do	Marion and Parker City (n. o.). Ext. Paducah, Ky	Ext	St. Louis, Alton and Terre Haute R. R	41.67	Jan. 1, 1889	
24105	...do	Chicago and Freeport	New	Illinois Central R. R	114.44	June 10, 1889	
24078	Michigan	Ludington and Stetson	...do	Mason and Oceana R. R	29.15	July 30, 1888	
24065	...do	Mt. Pleasant and Cadillac	...do	Toledo, Ann Arbor and North Michigan Rwy.	64.57	Sept. 10, 1888	
24079	...do	Grand Ledge and Grand Rapids	...do	Detroit, Lansing and Northern R. R	53.95	Sept. 24, 1888	
24006	...do	Detroit, Mich., and Chicago, Ill. Restatement, Detroit and Jackson.	Restatement.	Michigan Central R. R	.36	July 16, 1888	
24089	...do	Jackson, Mich., and Chicago, Ill. Restatement of part of route 24006.	...do	...do	.36	July 16, 1888	
24081	...do	Nestoria, Mich., and Iron Ridge, Wis	New	Duluth, South Shore and Atlantic Rwy	167.34	Feb. 18, 1889	
24082	...do	Sturgis and Battle Creek, Mich	...do	St. Louis, Sturgis and Battle Creek R. R	41.90	Mar. 4, 1889	
24083	...do	Durand and East Saginaw	...do	Toledo, Ann Arbor and North Michigan Rwy. Co., lessee Toledo, Saginaw and Mackinaw Rwy.	39.96	Mar. 25, 1889	
24084	...do	Manistee and Onekama	...do	Manistee and Northeastern R. R	13.76	Apr. 8, 1889	
24063	...do	Lawton and Hartford. Ext. South Haven	Ext	Toledo and South Haven R. R	15.83	May 13, 1889	
25067	Wisconsin	Ashland, Wis., and Duluth, Minn	New	Northern Pacific R. R	71.69	July 30, 1888	
25031	...do	Tomah and Tomahawk. Ext. Minocqua	Ext	Chicago, Milwaukee and St. Paul Rwy	80.90	Nov. 19, 1888	
25068	...do	Pratt Junction and Harrison	New	Milwaukee, Lake Shore and Western Rwy	17.98	Apr. 1, 1889	
26002	Minnesota	Benson, Minn., and Watertown, Dak	...do	St. Paul, Minneapolis and Manitoba Rwy	92.75	Oct. 15, 1888	

L.—*Statement showing miles of railroad mail service ordered from July 1, 1888, to June 30, 1889*—Continued.

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
26003	Minnesota	Moorehead, Minn., and Wahpeton, Dak	New	St. Paul, Minneapolis and Manitoba Rwy	45.02	Sept. 23, 1888
26054	do	Duluth and Tower. Ext. Ely	Ext	Duluth and Iron Range R. R	22.08	Nov. 26, 1888
26026	do	Carman and Fosston	New	St. Paul, Minneapolis and Manitoba Rwy	44.99	Jan. 24, 1889
26041	do	Willmar, Minn., and Sioux Falls, Dak	do	Willmar and Sioux Falls Rwy	148.06	Jan. 28, 1889
26063	do	Evansville and Tintah, Minn	do	St. Paul, Minneapolis and Manitoba Rwy	32.74	Feb. 18, 1889
27103	Iowa	Des Moines, Iowa, and St. Joseph, Mo	New	Chicago, St. Paul and Kansas City Rwy	161.34	Oct. 1, 1888
27104	do	Fort Dodge and Lehigh	do	Mason City and Fort Dodge R. R	14.97	Dec. 17, 1888
27074	do	Red Oak, Iowa, and Nebraska City	Incr. dis	Chicago, Burlington and Quincy R. R	.54	Aug. 12, 1888
27105	do	Ottumwa and Evans	New	Wabash Western Rwy	28.01	June 21, 1889
27106	do	Evans and Harvey	do	do	10.48	June 21, 1889
28066	Missouri	Willow Springs and Grandin	do	Current River R. R	80.92	July 30, 1888
28067	do	St. Joseph, Mo., and Atchison, Kans	do	St. Joseph, St. Louis and Santa Fé Rwy	21.50	Sept. 24, 1888
28059	do	Marshall and Myrick Station (n. o.). Ext. Boonville	Ext	Missouri Pacific Rwy	33.58	Oct. 22, 1888
28045	do	Cape Girardeau and Chaonia. Ext. Williamsville	do	Cape Girardeau Southwestern Rwy	13.95	Jan. 28, 1889
28068	do	St. Louis and St. Peters	New	St. Louis, Keokuk and Southwestern R. R	32.46	Jan. 16, 1889
28069	do	Joplin and Neosho	do	Kansas City, Fort Smith and Southern Rwy	20.37	Feb. 18, 1889
28055	do	East Lynne and Brownington, Kansas City and Osceola	Ext	Kansas City and Southern Rwy	66.07	Feb. 25, 1889
28045	do	Cape Girardeau and Williamsville. Ext. Hunter (n. o.)	do	Cape Girardeau Southwestern Rwy	21.43	June 24, 1889
29023	Arkansas	Augusta, Ark., and Memphis, Tenn	do	St. Louis, Iron Mountain and Southern Rwy	79.66	Aug. 13, 1888
29025	do	Fort Smith and Greenwood	New	do	19.02	Apr. 15, 1889
29026	do	Argenta and Altheimer	do	St. Louis, Arkansas, and Texas Rwy. Co. in Arkansas and Missouri.	41.95	May 6, 1889
30020	Louisiana	New Orleans and Bohemia (n. o.)	do	New Orleans and Gulf R. R	50.00	Sept. 10, 1888
30003	do	Restating route to end at La Fayette			.62	Nov. 1, 1888
30021	do	Authorize service (formerly part of 30003)			.62	Nov. 1, 1888
30022	do	New Iberia and Avery	New	Morgan's, La. and Texas R. R. and S. S. Co	10.46	Dec. 10, 1888
31056	Texas	La Grange and Fayetteville	Ext	Taylor, Bastrop and Houston Rwy	13.27	Aug. 6, 1888
31068	do	Rockport and Gregory	New	San Antonio and Aransas Pass Rwy	21.47	Sept. 17, 1888
31043	do	Eagle Pass, Tex., and Piedras Negras, Mexico	Ext	Galveston, Harrisburgh and San Antonio Rwy	2.03	Oct. 8, 1888
31020	do	Re-establish. Houston and Sealy		Texas Western Rwy	52.87	Nov. 1, 1888
31049	do	Ballinger and San Angelo	New	Gulf, Colorado and Santa Fé Rwy	35.68	Oct. 29, 1888
31069	do	Kildare and Linden	do	Kildare and Linden R. R	13.26	Apr. 1, 1889
31070	do	Dallas and Lancaster	do	Missouri, Kansas and Texas Rwy	16.01	Apr. 22, 1889
32005	Indian Territory	Van Buren, Ark., and Wagoner, Indian Ter	do	Kansas and Arkansas Valley Rwy	83.86	Sept. 17, 1888
33094	Kansas	Warwick, Kans., and Underwood, Nebr	do	Pacific Rwy. Co. in Nebraska	72.18	July 2, 1888
33057	do	Salina and Leroy. Ext. Waldo	Ext	Salina, Lincoln and Western Rwy	5.30	July 10, 1888
33093	do	Gypsum and Marquette	New	Council Grove, Smoky Valley and Western Rwy	27.51	July 10, 1888
33049	do	Beaumont and Bluff. Ext. Anthony, Kans	Ext	St. Louis and San Francisco Rwy	10.97	Aug. 15, 1888
33096	do	Herington and Salina	New	Chicago, Kansas and Nebraska Rwy	49.89	Oct. 8, 1888
33057	do	Salina and Waldo. Ext. Zurich	Ext	Salina, Lincoln and Western Rwy	39.05	Nov. 26, 1888
33097	do	Dodge City and Montezuma	New	Dodge City, Montezuma and Trinidad Rwy	27.57	Jan. 1, 1889
33098	do	Zurich and Colby	do	Union Pacific, Lincoln and Colorado Rwy	93.51	Jan. 14, 1889
33048	do	Concordia, Kans., and Superior, Nebr	Ext	Chicago, Kansas and Western R. R	30.97	Feb. 4, 1889

[illegible]	....do	[illegible]	New	R. R.	106.03	Aug. 15, 1888
33009	....do	Menager and Leavenworth	Ext	Chicago, Kansas and Nebraska Rwy	38.89	Sept. 24, 1888
				Burlington and Missouri River R. R. (in Nebr.)	45.26	Oct. 8, 1888
34050	Nebraska	Fairbury, Nebr., and Norton, Kans. Ext. Goodland, Kans.	....do	Fremont, Elkhorn and Missouri Valley R. R.	185.67	Jan. 7, 1889
34046	....do	Orleans, Nebr., and Blakeman, Kans. Ext. St. Francis, Kans.	....do	Chicago, Kansas and Nebraska Rwy	2.56	Dec. 2, 1888
34056	... do	Linwood and Geneva. Ext. Superior, Nebr	....do	Chicago, St. Paul, Minneapolis and Omaha Rwy.	105.16	Feb. 4, 1889
34050	....do	Goodland, Kans., and Colorado Springs, Colo	....do	Nebraska and Colorado R. R	11.38	Feb 17, 1889
34003	....do	Covington Station (n. o.) and Sioux City, Iowa	....do	Fremont, Elkhorn and Missouri Valley R. R.	58.45	Mar. 5, 1889
34042	....do	Sterling, Colo., and Cheyenne City, Wyo	....do	Missouri Pacific Rwy	20.81	Apr. 1, 1889
34018	... do	Creighton and Verdigris	New	Chicago, St. Paul, Minneapolis and Omaha Rwy.	18.64	Apr. 1, 1889
34059	....do	Talmage and Crete, Nebr	....do	Burlington and Missouri River R. R. (in Nebr.)	70.57	Dec. 17, 1888
34060	....do	Wayne and Randolph	....do	Duluth, Watertown and Pacific Rwy	55.00	Jan. 1, 1889
34061	....do	Greeley and Ericson	....do	St. Paul, Minneapolis and Manitoba Rwy	13.14	May 1, 1889
35038	Dakota	Watertown and Huron	....do	Northern Pacific R. R	15.25	Jan. 7, 1889
35039	....do	Church's Ferry and St. John's	....do	Missoula and Bitter Root Valley R. R	73.62	Jan. 28, 1889
35040	....do	Carrington and Sykeston	....do	Montana Central Rwy	16.16	Apr. 1, 1889
36008	Montana	Victor and Grantsdale	Ext	St. Paul, Minneapolis and Manitoba Rwy	5.45	May 1, 1889
36005	... do	Helena and Butte City	....do	Northern Pacific R. R	19.95	July 2, 1888
36010	... do	Great Falls and Sand Coulee	New	Cheyenne and Northern Rwy	24.16	July 28, 1888
36004	... do	Drummond and Phillipsburgh. Ext. Rumsey	Ext	Fremont, Elkhorn and Missouri Valley R. R	2.25	July 1, 1888
37002	Wyoming	Cheyenne City and Uva. Ext. Wendover	....do	Colorado Midland Rwy	80.75	Jan. 28, 1889
37003	... do	Glenrock and Caspar	....do	Colorado Midland Rwy	35.98	Jan. 28, 1889
38034	Colorado	Colorado Springs and Leadville. (Co. submits corrected D. C.)	.....	Denver and Rio Grande R. R	1.50	June 17, 1889
38038	....do	Part route 38014, restated	.....			
38034	....do	Leadville and Aspen	Ext	Arizona and Southeastern R. R	36.37	Feb. 17, 1889
38039	....do	Aspen Junction (n. o.) and New Castle	New			
38040	....do	Military Junction (n. o.) and Fort Logan (n. o.)	... do			
	New Mexico	None.				
40005	Arizona	Fairbank and Bisbee	New			
	Utah	None.				
	Idaho	None.				
43018	Washington	Seattle and Squak	New	Seattle, Lake Shore and Eastern Rwy	43.25	Sept. 3, 1888
43007	....do	Renton and Black Diamond. Ext. Franklin, Wash	Ext	Columbia and Puget Sound R. R	2.60	Sept. 17, 1888
43015	....do	Marshall and Belmont. Ext. Genesee, Idaho	... do	Spokane and Palouse Rwy	61.34	Oct. 8, 1888
43019	....do	La Crosse Junction (n. o.) and Riparia	New	Oregon Rwy. and Navigation Co	24.60	Nov. 10, 1888
43012	....do	Black River Junction (n. o.) and Seattle	Ext	Puget Sound Shore R. R	10.37	Jan. 1, 1889
43020	... do	Woodinville and Snohomish	New	Seattle, Lake Shore and Eastern Rwy	14.84	Jan. 28, 1889
	Oregon	None.				
45005	Nevada	Reno, Nev., and Long Valley. Ext. Liegan Station (n. o.)	Ext	Nevada and California R. R	13.15	Nov. 1, 1888
46059	California	Paris and San Jacinto	New	California Central Rwy	20.16	Aug. 1, 1888
46060	....do	Napa Junction and Santa Rosa	....do	Southern Pacific R. R	37.59	Aug. 20, 1888
46036	....do	Ignacio Station (n. o.) and Junction S. V. R. R. (n. o.)	....do	Marvin and Napa R. R	7.50	July 1, 1888
46061	....do	National City and Tia Juana	....do	National City and Otay Rwy	18.75	Sept. 10, 1888
46029	....do	Niles and San Jose	Increase in terminal.	Central Pacific R. R	.31	July 15, 1888
46062	....do	Tia Juana Junction (n. o.) and Oneonta	New	National City and Otay Rwy	1.99	Sept. 17, 1888
46063	....do	Los Angeles and Orange	....do	California Central Rwy	31.82	Oct. 1, 1888
46055	....do	Riverside and Capistrano. Ext. Los Angeles Junction	Ext	....do	26.06	Sept. 24, 1888
46015	....do	Elmira and Madison. Ext. Rock	....do	Vaca Valley and Clear Lake R. R	23.99	Nov. 1, 1888

L.—*Statement showing miles of railroad mail service ordered from July 1, 1888, to June 30, 1889—Continued.*

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
13039	North Carolina	Mackey's Ferry and Lee's Mills	New	Albemarle and Pantego R. R	4.43	May 1, 1889
13040	do	Winston and Walnut Cove	do	Roanoke and Southern Rwy	18.52	June 10, 1889
14030	South Carolina	Pe Dee Junction (n. o.) and Dillon	do	Florence R. R	17.56	Aug. 6, 1888
14027	do	Lancaster and Rock Hill	Ext	Charleston, Cincinnati and Chicago R. R	23.90	Nov. 5, 1888
14022	do	Add to length of route	do	Eutawville R. R	.31	Sept. 3, 1888
14026	do	Sally and Wagner	do	Blacksville, Alston and Newberry R. R	7.69	Dec. 3, 1888
14027	do	Rock Hill, S. C., and Rutherfordton, N. C	do	Charleston, Cincinnati and Chicago R. R	84.50	Feb. 25, 1889
14031	do	Aiken and Edgefield	New	Carolina, Cumberland Gap and Chicago R. R	24.87	Feb. 25, 1889
14030	do	Dillon, S. C., and Rowland, N. C	Ext	Florence R. R	9.94	Feb. 4, 1889
14026	do	Perry and Sievern	do	Blackville, Alston and Newberry R. R	9.01	Apr. 8, 1889
15056	Georgia	Zebulon and Culloden	do	Atlanta and Florida Rwy	25.53	Aug. 6, 1888
15056	do	Culloden and Fort Valley	do	do	28.35	Sept. 17, 1888
15057	do	Chattanooga, Tenn., and Carrollton, Ga	New	Chattanooga, Rome and Columbus R. R	138.09	Sept. 24, 1888
15058	do	Macon and Cordele	do	Georgia Southern and Florida R. R	66.10	Nov. 5, 1888
15052	do	Madison and Athens	Ext	Covington and Macon R. R	34.16	Jan. 21, 1889
15058	do	Cordele and Tifton	do	Georgia Southern and Florida R. R	39.85	Feb. 4, 1889
15058	do	Tifton and Valdosta	do	do	47.45	Apr. 1, 1889
16029	Florida	Tarpon Springs and St. Petersburgh	do	Orange Belt Rwy	33.08	July 16, 1888
16034	do	Tavares and Clearmont	New	Tavares, Apopka and Gulf R. R	29.34	July 23, 1888
16035	do	Thomasville, Ga., and Monticello, Fla	do	Savannah, Florida and Western Rwy	24.84	Nov. 5, 1888
16030	do	Jacksonville and Mayport	do	Jacksonville, Mayport, Pablo Rwy. and Navigation Co.	18.61	Dec. 24, 1888
16033	do	Dunnellon and Homosassa	Ext	Silver Springs, Ocala and Gulf R. R	23.55	Feb. 4, 1889
17011	Alabama	Sheffield and Jasper	New	Sheffield and Birmingham Coal, Iron & Rwy. Co.	87.70	July 9, 1888
17016	do	Childersburgh and Birmingham	Ext	Columbus and Western Rwy	42.01	Sept. 24, 1888
17033	do	Rome, Ga., and Atalla, Ala	New	Rome and Decatur R. R	63.70	Nov. 12, 1888
17034	do	Mobile and Selma	do	Mobile and Birmingham Rwy	163.22	Nov. 12, 1888
17035	do	Anniston and Attalla	do	Anniston and Cincinnati R. R	35.99	Dec. 3, 1888
17021	do	Clayton and Ozark	Ext	Savannah and Western R. R	38.03	Dec. 10, 1888
17027	do	Patsburgh and Luverne	do	Montgomery and Florida Rwy	5.69	Mar. 4, 1889
17036	do	Birmingham and Oneonta	New	Birmingham Mineral R. R	36.68	Apr. 15, 1889
18008	Mississippi	New Albany and Pontotoc	Ext	Ship Island, Ripley and Kentucky R. R	18.74	July 2, 1888
18024	do	Amory and Aberdeen	New	Kansas City, Memphis and Birmingham R. R	13.98	July 2, 1888
18025	do	Lamont and Rosedale	do	Louisville, New Orleans and Texas Rwy	25.63	Apr. 8, 1889
19027	Tennessee	Memphis and Jackson	New	Tenn. Midland Rwy	86.39	July 23, 1888
19028	do	Moffatt (n. o.) and Troy	do	Troy and Tiptonville R. R	4.70	Aug. 22, 1888
19017	do	St. Joseph, Ala., and Sheffield, Ala	Ext	Nashville and Florence R. R	29.54	Sep. 3, 1888
19022	do	Oliver Springs and Clinton	do	East Tenn., Virginia and Georgia Rwy	13.63	Sept. 17, 1888
19023	do	Iron City and Lawrence Ore Banks	New	Nashville, Florence and Sheffield Rwy	11.65	Oct. 15, 1888
19021	do	Balta and Jewett	Ext	Tenn. Central R. R	2.99	Jan. 14, 1889
19016	do	Aetna and Kimmins	do	Nashville, Chatt. and St. Louis Rwy	3.35	Jan. 21, 1889
19013	do	Sparta and Bon Air	do	do	6.55	May 6, 1889
19027	do	Jackson and Perryville	do	Tenn. Midland Rwy	49.10	May 27, 1889

20039	Kentucky	Louisville and Harrodsburgh	New	Louisville Southern R. R	84.80	July	16, 1888
20025	do	Ashland and Augusta	do	Maysville and Big Sandy R. R	100.94	Oct.	22, 1888
20040	do	Louisville and Owensborough	do	Louisville, St. Louis and Texas Rwy	112.81	Jan.	7, 1889
20025	do	Augusta, Ky., and Cincinnati, Ohio	Ext	Maysville and Big Sandy R. R	44.29	Jan.	15, 1889
20029	do	Midway and Georgetown	do	Versailles and Midway Rwy	10.98	Feb.	11, 1889
20040	do	Owensborough and Henderson	do	Louisville, St. Louis and Texas Rwy	29.70	Feb.	18, 1889
20003	do	Change site of post-office at Lexington		Louisville and Nashville R. R	.16	Feb.	25, 1889
20002	do	Change, initial point from Covington to Cincinnati, Ohio		Kentucky Central Rwy	1.39	Apr.	8, 1889
21075	Ohio	Alvordton, Ohio and Addison, Mich	Ext	Cinn., Jackson and Mackinaw R. R	25.72	July	9, 1888
21069	do	Thurston and Columbus	do	Columbus and Eastern R. R	30.55	July	1, 1888
21069	do	Fultonham and Zanesville	do	do	11.26	July	1, 1888
21103	do	Darlington (n. o.) and Dillon	New	do	9.32	July	1, 1888
21029	do	Bloomington and Peoria, Ill	Ext	Lake Erie and Western Rwy	41.08	July	16, 1888
21100	do	Waterford and Marietta	do	Zanesville and Ohio River Rwy	20.14	July	11, 1888
21050	do	McComb and Findlay	do	Columbus, Findlay and Northern R. R	9.49	Oct.	8, 1888
21096	do	Big Run and Stewart	do	Marietta, Columbus and Northern R. R	4.86	Oct.	22, 1888
21025	do	Cincinnati and Hamilton	do	Chicago, St. Louis and Pittsburgh R. R	30.27	Jan.	7, 1889
21075	do	Carlisle and Franklin	do	Cinn., Jackson and Mackinaw R. R	1.89	Jan.	17, 1889
21041	do	Bridgeport and Bellaire	do	Cleveland, Lorain and Wheeling R. R	2.36	Mar.	18, 1889
21104	do	Cincinnati and Cheviot	do	Cincinnati and Westwood R. R	7.50	May	6, 1889
21105	do	Findlay and Glandorf	do	American Midland R. R	23.10	May	13, 1889
22057	Indiana	Goodland, Ind., and Momence, Ill	New	Chicago and Indiana Coal Rwy	34.64	Dec.	17, 1888
22058	do	Goshen, Ind., and Sturgis, Mich	do	Canada and St. Louis Rwy	29.21	Mar.	4, 1889
22007	do	Jeffersonville, Ind., and Louisville, Ky	Ext	Pennsylvania Co	1.42	June	1, 1889
22059	do	Logansport and Clymers (n. o)	do	Wabash Western Rwy	6.80	June	21, 1889
23101	Illinois	Chicago and Evanston	New	Chicago, Milwaukee and St. Paul Rwy	12.60	Sept.	3, 1888
23102	do	Streator and Walnut	do	Chicago, Burlington and Quincy R. R	59.02	Sept.	24, 1888
23103	do	Freeport, Ill., and Madison, Wis	do	Illinois Central R. R. Co., lessee of the Chicago, Madison and Northwestern R. R.	63.16	Oct.	1, 1888
23104	do	Red Oak, Ill., and Dodgeville, Wis	do	Illinois Central R. R	57.35	Oct.	8, 1888
23097	do	Marion and Parker City (n. o.). Ext. Paducah, Ky	Ext	St. Louis, Alton and Terre Haute R. R	41.67	Jan.	1, 1889
23105	do	Chicago and Freeport	New	Illinois Central R. R	114.44	June	10, 1889
24078	Michigan	Ludington and Stetson	do	Mason and Oceana R. R	29.15	July	30, 1888
24065	do	Mt. Pleasant and Cadillac	do	Toledo, Ann Arbor and North Michigan Rwy.	64.57	Sept.	10, 1888
24079	do	Grand Ledge and Grand Rapids	do	Detroit, Lansing and Northern R. R	53.95	Sept.	24, 1888
24006	do	Detroit, Mich., and Chicago, Ill. Restatement, Detroit and Jackson.	Restatement.	Michigan Central R. R	.36	July	16, 1888
24080	do	Jackson, Mich., and Chicago, Ill. Restatement of part of route 24006.	do	do	.36	July	16, 1888
24081	do	Nestoria, Mich., and Iron Ridge, Wis	New	Duluth, South Shore and Atlantic Rwy	167.34	Feb.	18, 1889
24082	do	Sturgis and Battle Creek, Mich	do	St. Louis, Sturgis and Battle Creek R. R	41.90	Mar.	4, 1889
24083	do	Durand and East Saginaw	do	Toledo, Ann Arbor and North Michigan Rwy. Co., lessee Toledo, Saginaw and Mackinaw Rwy.	30.96	Mar.	25, 1889
24084	do	Manistee and Onekama	do	Manistee and Northeastern R. R	13.76	Apr.	8, 1889
24063	do	Lawton and Hartford. Ext. South Haven	Ext	Toledo and South Haven R. R	15.83	May	13, 1889
25067	Wisconsin	Ashland, Wis., and Duluth, Minn	New	Northern Pacific R. R	71.69	July	30, 1888
25031	do	Tomah and Tomahawk. Ext. Minocqua	Ext	Chicago, Milwaukee and St. Paul Rwy	30.90	Nov.	19, 1888
25068	do	Pratt Junction and Harrison	New	Milwaukee, Lake Shore and Western Rwy	17.98	Apr.	1, 1889
26002	Minnesota	Benson, Minn., and Watertown, Dak	do	St. Paul, Minneapolis and Manitoba Rwy	92.75	Oct.	15, 1888

N.—*Statement of all contracts made or in operation for mail-bags, mail-catchers, mail-bag label-cases, use of patents, and mail locks and keys, during the fiscal year ending June 30, 1889.*

Articles contracted for.	Name of contractor.	Residence.	Term of contract.	Contract price.						
				Size No. 0.	Size No. 1.	Size No. 2.	Size No. 3.	Size No. 4.	Size No. 5.	
Cotton-canvas mail-sacks*	John Boyle & Co	New York, N. Y	Four years from April 1, 1889	$0.92½	$0.87½	$0.70½	$0.25½	.....	.....	.....
Registered foreign mail-sacks*	....do	....do	....do	.75½	.44½	.21½	.14	.....	.....	.....
Jute-canvas mail-sacks*	F. Coit Johnson	....do	....do	.....	.49 44/100	.43 44/100	.26 44/100	.....	.....	.....
Leather horse mail-bags*	John C. Lighthouse	Rochester, N. Y	....do	.....	4.83	4.33	3.51	.....	.....	.....
Leather mail-pouches*	Charles F. Lighthouse	....do	....do	.....	.....	4.95	3.79	$2.00	$1.71	.....
Through registered mail-pouches*	John Boyle & Co	New York, N. Y	....do	.....	8.43½	6.87½	.....	.....	.....	.....
Inner registered mail-sacks*	....do	....do	....do	.....	.....	.97½	.79½	.57½	.....	.....
Mail-catcher pouches*	....do	....do	....do	.....	.....	.....	.....	.....	.....	$3.27½
Coin mail-sacks*	Lewis S. Samuel	....do	Contract expired April 1, 1889	.....	.....	.....	.....	.....	.....	.04 71/100
Mail-bag label-cases (iron)†	The William Lang Co	Brooklyn, N. Y	One year from February 1, 1888. Not re-advertised for.	.....	.....	.....	.....	.....	.....	.04 31/100
Mail-bag label-cases (brass)†	....do	....do	....do	.....	.....	.....	.....	.....	.....	.12 5/10
Mail-bag catchers‡	Taylor & Boggis Foundry Co.	Cleveland, Ohio	One year from July 1, 1888. Not re-advertised for.	.....	.....	.....	.....	.....	.....	3.10
Brackets for catchers‡	....do	....do	....do	.....	.....	.....	.....	.....	.....	.80
Mail-bag, cord-fasteners and label-holders.†	The Smith & Egge Manufacturing Co.	Bridgeport, Conn	One year from February 1, 1888. Not re-advertised for.	.....	.....	.....	.....	.....	.....	.07 93/100
Use of patent for cord-fasteners	Annie Van Horn and A. L. Pitney.	Washington, D.C.	Terminating at option of the Postmaster-General.	.....	.....	.....	.....	.....	.....	.04
Use of patent for catcher-pouches	John Boyle	New York, N. Y	....do	.....	.....	.....	.....	.....	.....	.20
Use of patent for through registered pouches.	....do	....do	....do	.....	.....	.....	.....	.....	.....	.10
General mail-locks (iron)†	The Smith & Egge Manufacturing Co.	Bridgeport, Conn	Four years from September 1, 1888.	.....	.....	.....	.....	.....	.....	.45
Keys to same†	....do	....do	....do	.....	.....	.....	.....	.....	.....	.06
Through mail-locks (star-route)†	....do	....do	....do	.....	.....	.....	.....	.....	.....	.75
Keys to same†	....do	....do	....do	.....	.....	.....	.....	.....	.....	.12
City service mail-locks†	....do	....do	....do	.....	.....	.....	.....	.....	.....	.34
Keys to same†	....do	....do	....do	.....	.....	.....	.....	.....	.....	.09
Street letter-box lock (inside)†	....do	....do	....do	.....	.....	.....	.....	.....	.....	.30
Keys to same†	....do	....do	....do	.....	.....	.....	.....	.....	.....	.15
Through registered mail-locks†	W. F. Beasley	Oxford, N. C	Four, eight, or twelve years from January 1, 1881, at option of the Postmaster-General. Contract renewed on January 1, 1885, but not renewed on January 1, 1889.	.....	.....	.....	.....	.....	.....	2.50
Keys to same†	....do	....do	....do	.....	.....	.....	.....	.....	.....	.25
Mail-key chains (No. 1)†	The Smith & Egge Manufacturing Co.	Bridgeport, Conn	One year from February 1, 1888. Not re-advertised for.	.....	.....	.....	.....	.....	.....	.28
Mail-key chains (No. 2)†	....do	....do	....do	.....	.....	.....	.....	.....	.....	.20
Iron mail-locks (repaired)†	....do	....do	From May 28, 1888	.....	.....	.....	.....	.....	.....	.33

33083	....do	Kincaid and Paola	....do	Kansas City and Pacific R. R	60.15	Feb. 17, 1889
33099	....do	Menager and Leavenworth	New	Kansas City, Wyandotte and Northwestern R. R.	10.25	Mar. 5, 1889
34050	Nebraska	Fairbury, Nebr., and Norton, Kans. Ext. Goodland, Kans.	Ext	Chicago, Kansas and Nebraska Rwy	106.03	Aug. 15, 1888
34046	....do	Orleans, Nebr., and Blakeman, Kans. Ext. St. Francis, Kans.	....do	Burlington and Missouri River R. R. (in Nebr.)	38.89	Sept. 24, 1888
34056	....do	Linwood and Geneva. Ext. Superior, Nebr	....do	Fremont, Elkhorn and Missouri Valley R. R.	45.26	Oct. 8, 1888
34050	....do	Goodland, Kans., and Colorado Springs, Colo	....do	Chicago, Kansas and Nebraska Rwy	185.67	Jan. 7, 1889
34003	....do	Covington Station (n. o.) and Sioux City, Iowa	....do	Chicago, St. Paul, Minneapolis and Omaha Rwy.	2.56	Dec. 2, 1888
34042	....do	Sterling, Colo., and Cheyenne City, Wyo	....do	Nebraska and Colorado R. R	105.16	Feb. 4, 1889
34018	....do	Creighton and Verdigris	....do	Fremont, Elkhorn and Missouri Valley R. R.	11.38	Feb 17, 1889
34059	....do	Talmage and Crete, Nebr	New	Missouri Pacific Rwy	58.45	Mar. 5, 1889
34060	....do	Wayne and Randolph	....do	Chicago, St. Paul, Minneapolis and Omaha Rwy.	20.83	Apr. 1, 1889
34061	....do	Greeley and Ericson	....do	Burlington and Missouri River R. R. (in Nebr.)	18.64	Apr. 1, 1889
35038	Dakota	Watertown and Huron	....do	Duluth, Watertown and Pacific Rwy	70.57	Dec. 17, 1888
35039	....do	Church's Ferry and St. John's	....do	St. Paul, Minneapolis and Manitoba Rwy	55.00	Jan. 1, 1889
35040	....do	Carrington and Sykeston	....do	Northern Pacific R. R	13.14	May 1, 1889
36008	Montana	Victor and Grantsdale	Ext	Missoula and Bitter Root Valley R. R	15.25	Jan. 7, 1889
36005	.. do	Helena and Butte City	....do	Montana Central Rwy	73.62	Jan. 28, 1889
36010	... do	Great Falls and Sand Coulee	New	St. Paul, Minneapolis and Manitoba Rwy.	16.16	Apr. 1, 1889
36004	... do	Drummond and Phillipsburgh. Ext. Rumsey	Ext	Northern Pacific R. R	5.45	May 1, 1889
37002	Wyoming	Cheyenne City and Uva. Ext. Wendover	....do	Cheyenne and Northern Rwy	19.95	July 2, 1888
37003	..do	Glenrock and Caspar	....do	Fremont, Elkhorn and Missouri Valley R. R.	24.16	July 28, 1888
38034	Colorado	Colorado Springs and Leadville. (Co. submits corrected D. C.)		Colorado Midland Rwy	2.25	July 1, 1888
38038	....do	Part route 38014, restated				
38034	....do	Leadville and Aspen	Ext	Colorado Midland Rwy	80.75	Jan. 28, 1889
38039	....do	Aspen Junction (n. o.) and New Castle	New	.....do	35.98	Jan. 28, 1889
38040	... do	Military Junction (n. o.) and Fort Logan (n. o.)	... do	Denver and Rio Grande R. R	1.50	June 17, 1889
	New Mexico	None.				
40005	Arizona	Fairbank and Bisbee	New	Arizona and Southeastern R. R	36.37	Feb. 17, 1889
	Utah	None.				
	Idaho	None.				
43018	Washington	Seattle and Squak	New	Seattle, Lake Shore and Eastern Rwy	43.25	Sept. 3, 1888
43007	....do	Renton and Black Diamond. Ext. Franklin, Wash	Ext	Columbia and Puget Sound R. R	2.60	Sept. 17, 1888
43015	....do	Marshall and Belmont. Ext. Genesee, Idaho	....do	Spokane and Palouse Rwy	61.34	Oct. 8, 1888
43019	....do	La Crosse Junction (n. o.) and Riparia	New	Oregon Rwy. and Navigation Co	24.60	Nov. 10, 1888
43012	....do	Black River Junction (n. o.) and Seattle	Ext	Puget Sound Shore R. R	10.37	Jan. 1, 1889
43020	....do	Woodinville and Snohomish	New	Seattle, Lake Shore and Eastern Rwy	14.84	Jan. 28, 1889
	Oregon	None.				
45005	Nevada	Reno, Nev., and Long Valley. Ext. Liegan Station (n. o.)	Ext	Nevada and California R. R	13.15	Nov. 1, 1888
46059	California	Paris and San Jacinto	New	California Central Rwy	20.16	Aug. 1, 1888
46060	....do	Napa Junction and Santa Rosa	....do	Southern Pacific R. R	37.59	Aug. 20, 1888
46036	....do	Ignacio Station (n. o.) and Junction S. V. R. R. (n. o.)	....do	Marvin and Napa R. R	7.50	July 1, 1888
46061	....do	National City and Tia Juana	....do	National City and Otay Rwy	18.75	Sept. 10, 1888
46029	....do	Niles and San Jose	Increase in terminal.	Central Pacific R. R	.31	July 15, 1888
46062	....do	Tia Juana Junction (n. o.) and Oneonta	New	National City and Otay Rwy	1.99	Sept. 17, 1888
46063	....do	Los Angeles and Orange	....do	California Central Rwy	31.82	Oct. 1, 1888
46055	....do	Riverside and Capistrano. Ext. Los Angeles Junction	Ext	.....do	26.06	Sept. 24, 1888
46015	....do	Elmira and Madison. Ext. Rock	....do	Vaca Valley and Clear Lake R. R	23.99	Nov. 1, 1888

L.—*Statement showing miles of railroad service ordered from July 1, 1887 to June 30, 1888*—Continued.

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
46064	California	Hillsdale and New Almaden	New	Southern Pacific R. R.	10.20	Nov. 1, 1888
46065	do	Tracy and Newman	do	do	37.18	Nov. 5, 1888
46066	do	Fresno City and Portersville	do	do	70.05	Nov. 8, 1888
46067	do	Conrad Station (n. o.) and Tustin City	do	do	11.05	Dec. 24, 1888
46050	do	Adding terminal distance at Templeton		do	.17	Apr. 25, 1887
46038	do	Goshen and Huron. Ext. Alcalde	Ext	do	20.65	Feb. 17, 1889
46050	do	Templeton and Santa Margarita, Cal	do	do	13.83	Feb. 28, 1889
46068	do	Studebaker Station (n. o.) and Whittier	New	do	6.69	Apr. 16, 1889
46069	do	Willow and Fento	do	do	17.18	May 6, 1889
46011	do	Cloverdale and Arkiah, Cal	Ext	San Francisco and North Pacific R. R.	28.50	June 7, 1889

M.—*Statistics of mileage, increase in mileage, annual transportation, and cost of the railroad service from* 1836 *to June* 30, 1889.

Date.	Length of routes.	Annual transportation.	Cost per annum.	Increase in length of routes.	Decrease in length of routes.
	Miles.	*Miles.*		*Miles.*	*Miles.*
June 30, 1836	.....	*1, 878, 296	.....	.....	.....
June 30, 1837	974	*1, 793, 024	*$307, 444	.....	.....
June 30, 1838	.....	*2, 356, 852	*494, 123	.....	.....
June 30, 1839	.....	*3, 396, 055	*520, 602	.....	.....
June 30, 1840	.....	*3, 880, 053	*595, 353	.....	.....
June 30, 1841	.....	*3, 946, 450	*585, 848	.....	.....
June 30, 1842	3, 091	*4, 424, 262	482, 568	2, 117	.....
June 30, 1843	.....	*5, 692, 402	*733, 687	.....	.....
Nov. 4, 1843	3, 714	(*)	531, 752	623	.....
June 30, 1844	.....	*5. 747, 355	*802, 006	.....	.....
June 30, 1845	.....	*6, 484, 592	*843, 430	.....	.....
Oct. 31, 1845	4, 092	(*)	587, 769	.....	.....
June 30, 1846	.....	*7, 781, 828	*870, 570	.....	.....
Nov. 1, 1846	4, 402	.....	587, 769	310	.....
June 30, 1847	.....	4, 170, 403	597, 475	.....	.....
Nov. 1, 1847	4, 735	.....	597, 923	333	.....
June 30, 1848	.....	4, 327, 400	584, 192	.....	.....
Oct. 1, 1848	4, 957	.....	587, 204	222	.....
June 30, 1849	5, 497	4, 861, 177	635, 740	540	.....
June 30, 1850	6, 886	6, 524, 593	818, 227	1, 389	.....
June 30, 1851	8, 255	8, 364, 503	985, 019	1, 369	.....
June 30, 1852	10, 146	11, 082, 768	1, 275, 520	1, 891	.....
June 30, 1853	12, 415	12, 986, 705	1, 601, 329	2, 269	.....
June 30, 1854	14, 440	15, 433, 389	1, 758, 610	2, 025	.....
June 30, 1855	18, 333	19, 202, 469	2, 073, 089	3, 893	.....
June 30, 1856	20, 323	21, 809, 296	2, 310, 389	1, 990	.....
June 30, 1857	22, 530	24, 167, 944	2, 559, 847	2, 207	.....
June 30, 1858	24, 431	25, 763, 452	2, 828, 301	1, 901	.....
June 30, 1859	26, 010	27, 268, 384	3, 243, 974	1, 579	.....
June 30, 1860	27, 129	27, 653, 749	3, 349, 662	1, 119	.....
May 31, 1861	†6, 886	†5, 701, 093	†978, 910	.....	6, 886
June 30, 1861	22, 018	23, 116, 823	2, 543, 709	1, 775	.....
June 30, 1862	21, 338	22, 777, 219	2, 498, 115	.....	680
June 30, 1863	22, 152	22, 871, 558	2, 538, 517	814	.....
June 30, 1864	22, 616	23, 301, 942	2, 567, 044	464	.....
June 30, 1865	23, 401	24, 087, 568	2, 707, 421	785	.....
June 30, 1866	32, 092	30, 609, 467	3, 391, 592	‡8, 691	.....
June 30, 1867	34, 015	32, 437, 000	3, 812, 600	1, 923	.....
June 30, 1868	36, 018	34, 886, 178	4, 177, 126	2, 003	.....
June 30, 1869	39, 537	41, 399, 284	4, 723, 680	3, 519	.....
June 30, 1870	43, 727	47, 551, 970	5, 128, 901	4, 190	.....
June 30, 1871	49, 834	55, 557, 048	5, 724, 979	6, 107	.....
June 30, 1872	57, 911	62, 491, 749	6, 502, 771	8, 077	.....
June 30, 1873	63, 457	65, 621, 445	7, 257, 196	5, 546	.....
June 30, 1874	67, 734	72, 460, 545	9. 113, 190	4, 277	.....
June 30, 1875	70, 083	75, 154, 910	9. 216, 518	2, 349	.....
June 30, 1876	72, 348	77. 741, 172	9, 543, 134	2, 265	.....
June 30, 1877	74, 546	85, 358, 710	§9, 053, 936	2, 198	.....
June 30, 1878	77, 120	92, 120, 395	9, 566, 595	2, 574	.....
June 30, 1879	79, 991	93, 092, 992	‖9, 067, 590	2, 871	.....
June 30, 1880	85, 320	96, 497, 463	10, 498, 986	5, 329	.....
June 30, 1881	91, 569	103, 521, 229	11, 613, 868	6, 249	.....
June 30, 1882	100, 563	113, 995, 318	12, 753, 184	8, 994	.....
June 30, 1883	110, 208	129, 198, 641	13, 887, 800	9, 645	.....
June 30, 1884	117, 160	142, 541, 392	15, 012, 603	6, 952	.....
June 30, 1885	121, 032	151, 910, 845	16, 627, 983	3, 872	.....
June 30, 1886	123, 933	165, 699, 389	17. 236, 512	2, 901	.....
June 30, 1887	130, 949	169, 689, 866	18, 056, 272	7, 016	.....
June 30, 1888	143, 713	185, 485, 783	19, 524, 959	12, 764	.....
June 30, 1889	150, 381	204, 192, 489	21, 639, 613	6, 668	.....

* Railroad and steam-boat service combined; no separate report.
† Decrease caused by the discontinuance of service in the Southern States.
‡ Increase attributable in part to the resumption of service in the Southern States.
§ Decrease in cost caused by reductions in the rates of pay under act of July 12, 1876.
‖ Decrease in cost caused by reductions in the rates of pay under act of June 17, 1878.

O. —*Statement of the number, description, prices, and cost of mail-bags, mail-catchers, etc., purchased and put into service during the fiscal year ending June 30, 1880.*

Article.	No.	Size.	Price.	Itemized cost.	Aggregate cost.
Leather mail-pouches	2,050	No. 2	$5.19	$10,844.50	
Do	1,200	No. 3	4.09	4,908.00	
Do	1,300	No. 4	2.98	3,871.00	
Do	500	No. 5	2.24	1,120.00	
	5,050				$20,746.50
Leather horse mail-bags	687	No. 1	5.33	3,661.71	
Do	601	No. 2	4.39	2,638.39	
Do	387	No. 3	3.70	1,431.90	
	1,685				7,732.00
Mail-catcher pouches	2,300		3.41		7,843.00
Royalty on same			.10		230.00
Inner register-sacks	400	No. 1	1.26½	506.00	
Do	300	No. 2	.83⅓	250.50	
	700				756.50
Jute-canvas sacks	80,000	No. 1	.48⅛	39,150.00	
Do	9,000	No. 2	.43⅓	3,954.37½	
Do	20,000	No. 3	.26 24/100	5,388.00	
	109,000				48,492.37½
Cotton-canvas sacks (foreign mail)	2,000	No. 3	.25¼		507.50
Coin mail-sacks	1,835		.04 1/16		74.51¼
Label-cases (steel)	110,000		*.02		2,250.00
Label-cases (iron)	10,000		.04 38/100		435.00
Mail-bag cord-fasteners	18,000		.07 53/100		1,425.60
Royalty on same			.04		720.00
Mail-catchers (repaired)	202		1.00		202.00
Sample leather pouches and horse-bags	70				386.70
Sample jute and cotton canvas sacks	180				487.04
Mail-catchers (new)	400		3.00		1,200.00
Brackets for mail-catchers	200		.18		36.00
Springs for mail-catchers	100		.60		60.00
Total cost of mail-bags, etc					93,584.76 3/4
Cost of repairing mail-bags					87,316.54
Grand total					180,901.30 3/4
Unexpended balance of appropriation					104,098.69 1/4
Appropriation					285,000.00

* This includes $50 for machinery.

'atement of mail locks and keys and key chains purchased and repaired and the ex-pense incurred on account thereof during the fiscal year ending June 30, 1889.

Article.	Quantity.	Price.	Itemized cost.	Aggregate cost.
letter-box locks, outside (repaired)	8,119	$0.30	$2,435.70	
letter-box locks, inside (repaired)	774	.30	232.20	
	8,893			$2,667.90
letter-box locks, inside (new)	100	.80		80.00
letter-box-lock keys (inside)	600	.15	90.00	
letter-box-lock keys (outside)	1,300	.15	195.00	
	1,900			285.00
all-bag locks (repaired)	30,586	.33		10,093.38
h registered locks, domestic (repaired)	9,101	.25	2,275.25	
h registered locks, international (repaired)	157	.50	78.50	
h registered locks, internal revenue (repaired)	438	.25	109.50	
	9,696			2,463.25
y chains (No. 1)	500	.28		140.00
otal amount expended				15,729.53
nded balance				9,270.47
ppropriation				25,000.00

REPORT

OF THE

GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE.

POST-OFFICE DEPARTMENT,
OFFICE GENERAL SUPERINTENDENT
RAILWAY MAIL SERVICE,
Washington, D. C., November 1, 1889.

SIR: I have the honor to hand you herewith the annual report of this Service for the fiscal year ended June 30, 1889, consisting of tabular statement showing the amount of work done during the year and the standing of the Service at its close. These statements may be summarized as follows:

EXTENT OF SERVICE.

Up to the close of the year under review service had been authorized by the Department upon 150,381.50 miles of railroad. Postal clerks were employed in the distribution of the mails on 133,110.43 miles. Service on the remainder, namely, 17,271.10 miles having been performed by means of closed pouches, which were, while in transit, in the custody of the railway employés.

EQUIPMENT OF RAILWAY POST-OFFICE AND STEAM-BOAT LINES.

The rolling stock of railway post-office lines on June 30, 1889, consisted of 396 whole cars in use and 94 in reserve, 1,680 apartment cars in use and 485 in reserve, making the total 2,655 cars; the increase over the number reported for the previous fiscal year being 30 whole cars in use and 3 in reserve, 64 apartment cars in use and 69 in reserve, making the total increase 166.

EXTENT OF RAILWAY MAIL SERVICE AND FORCE EMPLOYED.

On the 30th of June, 1889, there were 45 inland steam-boat lines, aggregating 5,543.78 miles, on which postal clerks were employed. There were employed in handling and separating the mails while in transit on railroad routes 4,947 and on steam-boat routes 51 railway postal clerks, making a total of 4,998 men at work on lines. While in the performance of duty these postal clerks traveled (in crews) 124,021,032 miles and those employed on steam-boats 1,849,703 miles, and while en route they distributed 7,026,837,130 pieces of ordinary mail, and receipted for, recorded, protected and distributed 15,866,550 registered packages and cases and 1,134,918 through registered pouches and inner registered sacks.

During the year 6,668.21 miles of new railroad service have been added, being an increase of 4.64 per cent. The lines on which service was performed by clerks show an increase of 6,799 miles, or 5.30 per cent. The mileage of the closed pouch lines decreased from 17,402.59 at the close of the fiscal year 1888, to 17,271.10 miles on June 30, 1889, being a decrease of 131.49 miles, or 0.76 per cent. The annual mileage of this class of service for the fiscal year 1888 was 17,436,819 miles, and for 1889, 18,168,821 miles, an increase of 732,002 miles, or 4.19 per cent., and the number of pouches exchanged daily increased from 13,059 for the year 1888 to 14,340 for 1889, being a daily increase of 1,281, or 9.81 per cent.

Compared with the report for the fiscal year ended June 30, 1888, the number of clerks employed on railroad lines increased from 4,641 to 4,947, and the distances from register to register from 141,369 to 147,971 miles, being an increase of 306 in the number of clerks and 6,602 miles in distance. The number of clerks employed on steam-boat lines decreased from 54 to 51, and the length of routes from 5,972.80 to 5,443.78, being a decrease of 3 in the number of clerks, and 529.02 miles in distance, while the annual miles of service performed increased from 1,767,649 to 1,849,703, being an increase of 82,054, or 4.64 per cent.

On the 30th of June, 1888, there were 5,094 clerks in the service, inclusive of 8 vacancies existing on that date; and on June 30, 1889, there were 5,448 on the roster, being an increase of 354, or 6.95 per cent.

The subjoined exhibit shows the number of clerks engaged on lines, detailed to transfer duty and to office duty, together with the increase over the corresponding date of last year:

Fiscal year ended—	Number employed on railroad lines.	Number employed on steam-boat lines.	Number detailed to transfer duty.	Number detailed to office duty.	Total.
June 30, 1889	4,947	51	234	216	5,448
June 30, 1888	4,641	54	219	180	5,094
Increase	306	*3	15	36	354

*Decrease.

QUANTITY OF MAIL HANDLED AND ERRORS IN DISTRIBUTION.

During the year ended June 30, 1888, 6,545,876,202 pieces of all classes of mail matter were handled, and 1,765,821 errors of all kinds checked against postal clerks, showing that 99.973 per cent. of all mail handled was correctly distributed, the number of pieces correctly distributed to each error being 3,643. During 1889 the number of pieces handled was 7,043,838,598, and the number of errors checked was 1,808,825, being a correct distribution of 99.974 per cent. of all mail handled, or one error to every 3,895 pieces. The increase in the number of pieces of ordinary mail handled was 7.63 per cent., while the increase in the number of errors checked was but 0.67 per cent.

CITY DELIVERY.

The importance of effecting an early morning delivery of mails arriving at the great commercial centers has become so apparent that much attention has been given to the perfecting and enlargement of the arrangements and schemes, thereby enabling the post offices to make delivery by first carriers after the mails are sent in from the trains. By extending the system of preparation, it has been made possible to send

it by the first carriers a vast amount of mail which by the usual process of assorting at the post-offices could not be delivered before noon, during the afternoon. It is believed this system can be much enlarged upon with great advantage to the public, and it is proposed to give particular attention hereafter to the formulation of the necessary details that will enable the preparation to be made in the railway post-offices, so that mail matter can be instantly turned over to the carriers. In addition to the number of pieces of ordinary and registered mail distributed on trains there were separated and arranged for city delivery 166,135,310 pieces of letter mail, and 583,500 papers; the increase over the number of letters reported for the previous year being 23,043,560, or 16.10 per cent., and of papers 563,925, or 288.19 per cent.

REGISTERED POUCHES.

The number of through registered pouches (including inner registered sacks) handled in 1888 was 1,103,083, and 1,134,918 in 1889, an increase in number of 31,835 pieces, or 2.89 per cent., while the registered packages and cases handled decreased from 16,001,059 in 1888 to 15,866,550 in 1889, being a decrease of 134,509 pieces, or .84 per cent. This decrease is evidently owing to the continued extension of the through registered pouch and inner registered sack systems.

NIXES.

Under the general term "Nixes" is embraced all mail matter not addressed to a post-office; or without the name of the State being given; or otherwise so incorrectly, illegibly, or insufficiently addressed that it can not be transmitted with certainty and celerity. In traveling over some of the larger railway post-office lines my attention has been repeatedly attracted to the large quantity of such mail accumulated in the cars upon each trip, some of which was so imperfectly addressed as to render its correct delivery impossible; while the addresses of others were found to be almost indecipherable and could not be read with any degree of certainty without the expenditure of much time (which can not well be spared while the train is in motion) in the effort to ascertain the destination of the mail matter in question. Some of such imperfectly addressed matter is no doubt inadvertently started in the wrong direction by those engaged in the distribution, and when the mistake is discovered in transit the error is checked against the postal clerk by whom the package of mail was made up.

From these facts I am led to believe that many of the errors charged against the employés of the service are not owing entirely to inefficiency or carelessness on the part of those engaged in the distribution of the mails. With the object of ascertaining about how many nixes were turned in to the post-offices authorized to receive them from railway post-office lines, together with the number originating at these offices, superintendents of mails were instructed to report the number handled by them during the year ended June 30, 1889, and the disposition made of the same. These reports have been tabulated, and the result shown on page 314 of this report, from which it appears that 4,079,328 were handled, of which 53.6 per cent. were either returned to the sender, or corrected and forwarded to destination, the remainder being either forwarded to the Dead-Letter Office, or otherwise disposed of.

CASE EXAMINATIONS.

There were 5,050 examinations of permanent clerks during the year, at which 5,535,781 cards were handled by those under examination. Of that number 5,068,920, or 91.57 per cent., were correctly distributed.

Compared with the figures for 1888, the table (H[h]) shows the following decreases: In the number of examinations, 2,759; in the number of cards handled, 2,382,123, and 2,097,068 in the number correctly distributed, and an increase of 1.07 per cent. in the average per cent. correct. This general average of 91.57 per cent. correctly distributed is the highest percentage attained since the establishment of the service.

The number of examinations of probationary clerks held during the year increased from 5,633 in 1888 to 6,769 in 1889. The increases shown are: 1,379 in the number of probationary appointees, 1,136 in the number of examinations, 322,952 in the number of cards handled, and 323,713 in the number of cards correct, and the increased average per cent. of cards correctly handled was 1.57.

The aggregate number of cards handled by both permanent clerks and probationary employés was 9,951,083, of which 8,616,597, or 86.6 per cent., were correctly distributed. The subjoined tabular statements show the result of the case examinations of both permanent and probationary clerks, together with comparisons with similar examinations made during the previous year.

PERMANENT.

Division.	Examinations.	Cards handled.	Cards correct.	Cards incorrect.	Cards not known.	Average per cent. correct.
First	336	205,638	203,382	2,254	2	98.90
Second	805	1,125,990	901,057	89,648	145,285	78.31
Third	177	242,923	215,645	15,395	11,833	88.77
Fourth	457	333,060	326,730	5,764	566	98.09
Fifth	496	559,837	535,323	21,473	3,041	95.62
Sixth	591	812,298	754,019	33,505	24,774	92.82
Seventh	966	856,888	818,811	34,898	3,179	95.56
Eighth	178	102,118	95,594	5,840	679	93.61
Ninth	846	591,685	550,463	27,045	14,177	93.03
Tenth	335	367,272	352,659	10,959	3,654	96.02
Eleventh	363	328,077	315,237	11,428	1,412	96.09
Total	5,050	5,535,781	5,068,929	258,209	208,602	91.57
Total for fiscal year ended June 30, 1888	7,809	7,917,904	7,165,988	392,276	359,635	90.50
Decrease	2,759	2,382,123	2,097,068	134,067	151,033	*1.07

* Increase.

PROBATIONERS.

Division.	Probationary appointees.	Examinations.	Cards handled.	Cards correct.	Cards incorrect.	Cards not known.	Average per cent. correct.
First	238	189	138,337	126,773	10,109	1,455	91.64
Second	385	1,373	590,434	389,211	54,217	147,006	65.91
Third	220	467	255,489	202,652	21,367	31,470	79.31
Fourth	225	242	167,911	153,725	12,279	1,807	91.55
Fifth	310	843	633,891	587,633	34,231	12,027	92.70
Sixth	317	637	647,043	504,114	44,142	98,787	77.91
Seventh	347	1,197	599,473	534,685	42,901	21,887	89.19
Eighth	82	315	195,567	159,140	21,133	15,294	81.37
Ninth	370	750	544,827	406,167	50,766	87,894	74.54
Tenth	228	361	391,019	270,135	24,157	96,727	69.08
Eleventh	110	395	251,311	213,442	24,107	13,762	84.93
Total	2,832	6,769	4,415,302	3,547,677	339,509	528,116	80.35
Total for year ended June 30, 1888	1,453	5,633	4,092,350	3,223,964	331,160	537,474	78.78
Increase	1,379	1,136	322,952	323,713	8,349	*8,358	1.57

PROBATIONERS—continued.

Division.	Probationers who received permanent appointments.	Average per cent. correct during probation made by those permanently appointed.	Dropped during probation, including those permitted to resign.	Per cent. of probationary appointees who failed to pass final examination.	Average per cent. cards correct of those dropped.
First	43	92.81	92	38.66	88.03
Second	102	68.14	151	39.22	61.42
Third	48	87.51	60	27.27	75.31
Fourth	18	92.09	90	39.64	80.93
Fifth	152	98.88	151	43.18	82.31
Sixth	103	90.67	109	35.33	33.36
Seventh	126	89.30	97	27.96	85.33
Eighth	32	87.19	39	37.50	65.74
Ninth	44	86.56	164	44.32	62.68
Tenth	64	81.79	56	24.12	50.83
Eleventh	37	85.79	32	(†)	85.10
Total	769	87.34	1,041	35.72	70.09
Total for year ended June 30, 1888	836	85.87	314	21.51	53.39
Increase	*67	1.47	727	14.21	16.70

*Decrease. †Not reported.

It is apparent from the above tables that the examiners have not, as a rule, re-examined those whose records were above the maximum, but have evidently called up those who have made the poorer records. It also appears that they have deemed it necessary, in the interest of good service, to more frequently examine probationers. This very proper action on their part will account for the decreases from last year, shown in the first table referred to, and for the increases mentioned in the second one.

It may prove a matter of interest to those who are not familiar with the workings of this Service to know the nature of the case examinations, which have been so frequently referred to in this and preceding annual reports, and for their information the following outline of the course pursued at these examinations is inserted below:

Cards bearing the written address of each post-office in a State are furnished the clerk, and he is required to distribute them from memory, in the case provided for that purpose, according to the general scheme of distribution, post-offices to routes, post-offices to counties, or standpoint distribution, as the division superintendent may deem best. He is then questioned as to his knowledge of connections, and knowledge of his printed book of instructions for the guidance of postal clerks.

In making case examinations by schemes the clerk is required to make subdivisions of routes as between junctions.

Cards of junctions must be distributed to the routes supplying them. The time consumed in distributing cards is noted and forms a part of the record.

A statement of the result of the examination is given to the clerk, and information as to what the subject of his next examination will be is noted upon the reverse side of the same, unless there are special reasons for not doing so, in which case this is also noted.

Thirty days' notice is allowed for preparation for the first examination on any State, and from three to five days' notice is allowed to insure the receipt of notice by the clerk to report for examination. All re-examinations are made at such times as the division superintendent may designate.

Special instructions as to the nature and frequency of examin of probationary appointees are given in accordance with the in tions of the general superintendent.

PRINTING.

Appended hereto is a statement of printing-office work perform clerks detailed to the several division headquarters for the purp promptly printing such work as was required for immediate del This work was done by practical printers, who were engaged as ra postal clerks, with the understanding that they were to furnish (at own expense) certain presses, paper-cutters, type, etc., and do a necessary printing for the division in which they were located, more fully explained in the report of the Postmaster-General for

	Daily bulletin.			General orders.		
	No. of forms.	No. of ems set.	No. of impressions.	No. of forms.	No. of ems set.	No pre
Office of general superintendent*	366	4,189,500	309,350	140	718,300	
First division				238	1,133,742	
Fourth division				152	466,527	
Fifth division				107	731,200	
Sixth division				155	1,033,500	
Seventh division				77	720,109	
Eighth division				81	369,500	
Ninth division				227	1,096,032	
Tenth division†				38	233,900	
	366	4,189,500	309,350	1,215	6,562,810	

* Government owns plant. † For April, May, and June, 1889.

	Facing slips.			Circulars.			Other job-work		
	No. of forms.	No. of slips on a form.	No. of slips printed.	No. of forms.	No. of ems set.	No. of impressions.	No. of forms.	No. of ems set.	N im sl
Office of General Superintendent*	199	12	4,680,000	79	192,300	46,030	186	137,500	1
First division	26	8	759,090				152	399,040	1
Fourth division	290	12	8,315,000	13	46,821	3,100	102	116,708	
Fifth division	1,636	9,15	16,729,500				99	110,400	2
Sixth division	787	8,16	14,258,880	18	41,000	13,680	295	557,834	1
Seventh division	418	12,15	5,556,200				89	631,666	1
Eighth division	585	12	3,510,000	15	49,300	3,705	213	2,705,100	1
Ninth division	952	6,10	11,090,560				686	680,254	3
Tenth division†	153	8	1,470,000				74	311,000	
Total	5,046		66,369,230	125	329,421	66,515	1,896	5,649,500	1,4

* Government owns plant. † For April, May, and June, 1889.

NEW DIVISIONS.

Under the act of Congress approved February 29, 1888, authoriz the appointment of two additional division superintendents, a par reorganization of the Service was effected during the fiscal year in or to establish the two new divisions provided for by the act in questi and the Tenth and Eleventh divisions were added to the list by g eral orders dated October 20, 1888 and November 10, 1888, respectiv The territory embraced within the limits of the Tenth was taken fr the Sixth, and that within the limits of the Eleventh, from the Fou

d Seventh divisions. The present organization of the Service is as llows:

First division comprises the New England States.

Second division comprises New York, New Jersey, Pennsylvania, elaware, and the peninsula of Maryland and Virginia.

Third division comprises Maryland (excluding the Eastern Shore), part f Virginia, West Virginia, North Carolina, and the District of Columia.

Fourth division comprises South Carolina, Georgia, Florida, Alabama, and Mississippi.

Fifth division comprises Ohio, Indiana, Kentucky, and Tennessee.

Sixth division comprises Illinois, Iowa, Nebraska, and Territory of Wyoming.

Seventh division comprises Missouri, Kansas, Colorado, and Territory of New Mexico.

Eighth division comprises California, Nevada, Oregon, and Territories of Alaska, Arizona, Idaho, Utah, and Washington.

Ninth division comprises through mails, New York to Chicago via Buffalo, Suspension Bridge, Toledo and Detroit, the lines of the Lake Shore and Michigan Southern Railway, and the lower peninsula of Michigan.

Tenth division comprises Wisconsin, the upper peninsula of Michigan, Minnesota, and Territories of Dakota and Montana.

Eleventh division comprises Louisiana, Arkansas, Texas, and Indian Territory.

PROVISION IN CASE OF DEATH.

At this point it is in place to call attention to the reasonableness of the request of clerks that Congress make some provision for the families of those who are killed while in the performance of their duties. Recognizing the objections that prevail respecting the establishment of a civil pension-roll, I shall not propose anything of the kind; instead of which I recommend that the plan suggested by one of my predecessors (somewhat modified) be authorized—the Postmaster-General to use the fund arising from deductions because of the failure of clerks in the Railway Mail Service to perform duty, in paying to the widows and minor children of railway postal clerks killed while on duty a sum equal to one year's salary of the grade in which the clerk belonged; provided, however, that only such as have been in the Railway Mail Service for three consecutive years shall become entitled to such consideration; and provided further, that the maximum sum to be so paid shall not exceed $1,000. In the event of there not being a sufficient amount arising from deductions, the Department shall be authorized to make up the deficiency from the regular appropriation to pay railway postal clerks.

This method could not become a burden to the Government, and as it is merely doing that which is practically now applied to those who, because of accident, are prevented from performing service, it seems only just to make temporary provision for those who are dependent upon the clerk whose life is sacrificed at his post of duty. The greatest trial and suffering come to the family in the year immediately following the death of its source of support, and I feel sure that a measure of relief, such as I recommend, would meet with public approval.

During the fiscal year 193 railroad accidents have been reported to this office, in which 10 postal clerks were killed, 95 seriously, and 40 slightly injured. An unusual number of the disabled appear to have

been so badly injured as to render them unfit for further duty in this service.

Appended to this report is a detailed statement of leaves of absence, with pay, granted to railway postal clerks injured while in the performance of duty, with the amounts paid acting clerks, who have been temporarily employed to take the places on the lines of those injured. The sum of $13,964.19 was paid such acting clerks during the year. Acting clerks had also to be provided for fifteen postal clerks who were injured in 1887–'88, and not able to resume service at the commencement of the new fiscal year; the amount paid these acting clerks was $3,407.22, the total amount paid on this account being $17,371.41.

SPECIAL FACILITIES.

I have the honor to recommend that the sum of $295,421.79 be appropriated for extra and special facilities on trunk lines for the fiscal year ending June 30, 1891, which is about the same in amount as the appropriation for the present year, namely, $295,655.38.

The annual appropriation for special facilities on trunk lines is for the purpose of acquiring an exceptional and to some extent exclusive and special schedule at such hours as the trains can not be fairly utilized by the railroads in connection with their general business, and I would not feel warranted in recommending at this time any material curtailment of that which enables the Railway Mail Service to control facilities and improved schedules that would not be provided by the railroads without such compensation. Whenever it becomes possible, however, for the railroads to utilize the time or the special facility train service to any marked extent for general purposes, or whenever it becomes apparent to the General Superintendent of the Railway Mail Service that the occasion for the train and the speed for the ordinary travel or traffic of the line exists and would be enforced were the allowance withdrawn, it will be proper to recommend the stoppage of the special compensation; and I shall, during the current year, have a most careful and thorough examination made and kept up of all the lines to which the allowances are being made, with a view of determining how far it would be proper from time to time to recommend modification or withdrawal altogether of the allowance.

The amount appropriated for the current year is being expended as follows:

No. of route.	Termini.	Railroad company.	Miles.	Pay.
5, 005	New York and Springfield..	New York, New Haven and Hartford	135.73	$17,647.00
6, 011	The 4.35 a. m. train	New York Central and Hudson River	145.82	25,000.00
10, 001	Philadelphia and Bay View	Philadelphia, Wilmington and Baltimore.	92.00	20,000.00
10, 013* / 11, 001*	Bay View and Quantico	Baltimore and Potomac.....	80.03	21,000.00
11, 001*	Quantico and Richmond	Richmond, Fredericksburgh and Potomac.	80.89	17,419.26
11, 008	Richmond and Petersburgh	Richmond and Petersburgh.....	23.07	4,210.28
11, 009	Petersburgh and Weldon...	Petersburgh	63.54	11,606.05
13, 002	Weldon and Wilmington....	Wilmington and Weldon.....	161.87	29,541.27
14, 002	Wilmington and Florence...	Wilmington, Columbia and Augusta..	110.00	20,078.00
14, 005	Florence and Charleston Junction.	Northeastern	95.00	17,337.50
14, 004	Charleston Junction and Savannah.	Charleston and Savannah.....	108.00	19,710.00
15, 009	Savannah and Jacksonville	Savannah, Florida and Western.....	171.56	31,309.70
10. 006	Baltimore and Hagerstown..	Western Maryland	86.10	15,713.25
16, 018 / 16. 007	Jacksonville and Tampa....	Jacksonville, Tampa and Key West, and the South Florida.	240.89	43,962.43
	Total.....	.....	.....	295,421.79

* Part.

STIMATES FOR RAILWAY POST-OFFICE CARS.

t appropriated for railway post-office car service, exclusive amount accrued to Pacific roads, for the fiscal year ended 39, was $2,053,643.60; amount expended, $1,991,066.61; nexpended balance of $62,576.99.

e borne in mind that during the fiscal year several lines of office cars were authorized, but are not charged against iation for the reason that the cars could not be constructed gin service before the close of the fiscal year, which accounts an unexpended balance.

he above expenditure ($1,991,066.61) the amount accrued to ls ($141,646.50) and we have the total cost for railway post- luring the year, $2,132,713.11. Compared with 1888, this is of $181,511.12 or 9.30 + per cent.

oined table shows in concise form the growth of this branch of from July 1, 1881, to June 30, 1889:

Amount of appropriation.	Amount expended.	Expenditures.		Per cent.		Gross amount accrued to Pacific railroads.
		Increase.	Decrease.	Increase.	Decrease.	
$1,366,000.00	$1,268,221.50	$126,676.31	.....	11.09	.....	$110,381.23
1,426,000.00	1,317,242.23	49,020.73	.....	3.86	.....	124,373.66
1,526,000.00	1,483,086.85	165,844.62	.....	12.59	.....	131,690.17
1,575,000.00	1,585,597.29	102,510.44	.....	6.89	.....	125,790.20
1,625,000.00	1,716,437.13	130,839.84	.....	8.25	.....	134,342.92
1,765,026.00	1,692,025.30	.....	$24,411.83	.....	1.42	123,873.60
1,808,000.00	1,713,391.92	21,366.62	.....	1.26	.....	126,375.21
1,934,560.00	1,822,964.37	109,572.45	.....	6.38	.....	128,237.62
2,053,643.60	1,991,066.61	168,102.24	.....	9.22	.....	141,646.50

.54 per cent.; decrease, 1.42 per cent.; total increase, 58.12 per cent. Average per cent.

ing the above estimate the amount accrued to susidized Pacific and branches is excluded, as they are not paid from this ap- on. Without these the average annual increase for the past rs (1886 not included) is 7.27 per cent. The figures for 1886 are for the reason that the apparent decrease in that year is owing o the discontinuance of payment for cars less than 40 feet in

y 1, 1889, the annual *rate* of cost of railway post-office car lines e of amounts to be credited to the subsidized Pacific roads) was 9.96. Including lines authorized previous to the close of the r (which had not been put into operation prior to July 1, 1889), l lines, aggregating in cost $107,354.78, have been authorized tober 15, 1889, and during the current fiscal year new lines, and sion of old ones, costing $165,064.75, will be needed. If these orized the annual *rate* of cost on July 1, 1890, will be $2,352,829.49. are also recommendations on file from division superintendents running of additional railway post-office car lines during at an annual expense of $276,954.10. I believe, however, that s of commencement of this new service can be so distributed ut the year as to curtail the expense on that account to $200,000. unt, namely, $200,000, added to the annual rate on July 1, 1890, ase the aggregate for the coming fiscal year to $2,552,829.49, e therefore the honor to recommend that the sum of $2,553,- propriated for railway post-office car lines, exclusive of lines bsidized Pacific roads, for the fiscal year ending June 30, 1891.

RAILWAY POSTAL CLERKS.

As previously stated in the text of this report, there were 5,094 clerks in the service on June 30, 1888, and on June 30, 1889, there were 5,448, being an increase of 354, or 6.95 per cent. The amount paid for salaries during the former period was $4,981,365.93 (an average of $977.89 per clerk), and during the latter $5,249,838.45 (an average of $963.63 per clerk), being an increase of $268,472.52, or 5.39 per cent. The amount appropriated for salaries for the fiscal year ended June 30, 1889, was $5,296,790.21, and the expenditures amounted to $5,250,838.45, leaving an unexpended balance of $45,951.76. The annual rate of expenditures for salaries of railway postal clerks was, on July 1, 1889, $5,268,600, and the appropriation for the fiscal year ending June 30, 1890 is $5,600,000, leaving a margin of $331,400 for new service, extension of lines, additional help on lines where mails are getting heavier, and the promotion of clerks who were serving as probationers at the beginning of the fiscal year.

The following table exhibits the amount of expenditures and the per cent. of increase, by quarters, during the period from April 1, 1887, to June 30, 1889:

Quarter ending—	Expenditure.	Increase.	
		Amount.	Per cent.
June 30, 1887	$1,205,848.77	$23,338.38	1.98
September 30, 1887	1,219,994.52	14,145.75	1.17
December 31, 1887	1,232,965.62	12,971.10	1.07
March 31, 1888	1,254,111.01	21,145.39	1.72
June 30, 1888	1,274,294.78	20,183.77	1.61
September 30, 1888	1,290,599.68	16,304.90	1.28
December 31, 1888	1,311,379.13	20,779.45	1.61
March 31, 1889	1,327,185.69	15,806.56	1.21
June 30, 1889	1,321,673.95	*5,511.74	*0.42
Total increase			11.65

* Decrease.

The apparent decrease in the last quarter of the fiscal year 1889 was owing to the partial reorganization of this service whereby the average pay per clerk, as hereinbefore mentioned, was temporarily reduced from $977.89 to $963.63 per annum, and as the process of re-adjustment by lines will be completed before the end of the current year, I deem it proper to exclude the figures for the quarter ended June 30, 1889, and base the estimate on the expenditure for the previous quarter, and the average rate of increase for the eight quarters preceding the second quarter of 1889.

Comparative statement of expenditures for 1887–'88 *and* 1888–'89.

Quarter ending—	Amount.	Quarter ending—	Amount.
September 30, 1887	$1,219,994.52	September 30, 1888	$1,290,599.68
December 31, 1887	1,232,965.52	December 31, 1888	1,311,379.13
March 31, 1888	1,254,111.01	March 31, 1889	1,327,185.69
June 30, 1888	1,274,294.78	June 30, 1889	1,321,673.95
Total	4,981,365.93	Total	5,250,838.45

Increase 1889 over 1888, $269,472.50, or 5.41 per cent.

Taking the average quarterly increase of 1.46 per cent. and applying it to the fiscal year ending June 30, 1890, we have the following:

Amount expended quarter ended March 31, 1889	$1,327,185.69
Estimate, quarter ending—	
September 30, 1889	1,366,222.41
December 31, 1889	1,386,169.25
March 31, 1890	1,406,407.32
June 30, 1890	1,426,940.86
Total	5,585,739.84

Assuming that the expenditure for the quarter ending June 30, 1890, will be $1,426,940.86, and applying the average quarterly increase of 1.46 per cent., we have the following as the probable cost for the fiscal year ending June 30, 1891:

Quarter ending—	
September 30, 1890	$1,447,774.19
December 31, 1890	1,468,911.69
March 31, 1891	1,490,357.79
June 30, 1891	1,512,117.02
Total	5,919,160.70

This is an increase of $319,160, or 5.61 per cent. over the amount appropriated for the current fiscal year, and the data given above, together with the recommendations from the division superintendents now on file in this office, warrants me in saying that the service can not be satisfactorily performed for a sum less than the amount of the estimate.

I have, therefore, the honor to recommend that the sum of $5,920,000 be appropriated for the salaries of railway postal clerks for the fiscal year ending June 30, 1891.

In this connection it may not be out of place to state that the estimate for railway postal clerks is based upon the maintenance throughout the next fiscal year of precisely the same system of grades and rates of pay as now prevail. It is believed that the necessities of the Railway Mail Service have become such as make it advisable to advance some and change other of its grades, and it is therefore in contemplation, during the session of Congress, to submit a detailed plan of the desired changes, the adoption of which will increase somewhat the amount of the appropriation for railway postal clerks that will be required for the next fiscal year.

POSTAL-CARD SUPPLY TRANSPORTATION.

The plan whereby postal-cards have been carried to the distributing depots by ordinary freight train service has been successfully conducted throughout the past year, and is likely to so continue during the current year, and it is hoped to be able to establish a somewhat similar arrangement in connection with the distribution of stamped envelopes and certain other supplies which have become so great in bulk and amount as to occasion serious interference with the clerks in the making of the necessary separations of mails in the railway post-offices. Aside from the advantages that will arise in the handling of the ordinary mails, there will be a saving of expense as between the cost of mail compensation and that paid for the customary fast freight service.

IMPROVEMENTS.

Since the last annual report much has been done towards the improvement of the service upon railroads which has, however, been more in the nature of betterment than the opening up of new service or

lines. Throughout the entire country the leading trunk lines have been given much attention, and within proper limits the service has been advanced by providing increased space and clerical force.

TRANSCONTINENTAL.

The most important railway mail service in the country is that between New York and San Francisco, via the New York Central and its allied lines, these cities being the great commercial centers of the country, because of their geographical positions and foreign intercourse. As indicated in the report of 1888, the service and speed of the mails between the Atlantic and Pacific, it was believed, had reached a degree of perfection that could not very well be improved upon for some years to come.

From the report of 1888 I make the following quotation:

> In connection with the transcontinental service it will appear clear that no further improvement is possible with the facilities at the command of the Department, and when it is considered that the distance covered is over 3,340 miles, it does not appear that any further improvement could be reasonably expected.

WEST-BOUND.

On March 4, 1889, the fast-mail schedule from New York to San Francisco was one hundred and twenty-eight hours and fifteen minutes, that is, five days, eight hours, and fifteen minutes, reaching San Francisco at 7.15 a. m. the seventh day.

In May, 1889, we were enabled to reduce the west-bound time to one hundred and eighteen hours and forty-five minutes, that is, four days, twenty-two hours, and forty-five minutes, reaching San Francisco at 7.45 p. m. the sixth day.

I am pleased to announce that a new schedule has been agreed upon, to take effect November 17, 1889, that will reduce the time going west to one hundred and eight hours and forty-five minutes, reaching San Francisco, however, at 9.45 a. m., instead of 7.45 p. m., enabling us to make delivery really one whole day in advance of the present schedule.

EAST-BOUND.

On March 4 the fast-mail schedule from San Francisco to New York was one hundred and forty-one hours, leaving San Francisco at 3 p. m., reaching New York at 12 noon, seventh day. The change in May enabled us to reduce the east-bound time to one hundred and twenty-one hours (five days, one hour), leaving San Francisco at 6.30 p. m., reaching New York, by closed pouch only, at 7.30 p. m., sixth day, too late for delivery of mail same day.

The schedule agreed upon to take effect November 17 1889, will reduce the east-bound time to one hundred and ten hours, thirty minutes (four days, fourteen hours, and thirty minutes), leaving San Francisco at 8 p. m. and reaching New York, by fast railway post-office service throughout, at 10.35 a. m., a practical gain of a full day over the present schedule.

Boston and New England, and also a large extent of country between the East and West, will be correspondingly benefited. It is proposed to carry full railway post-office cars over the entire route, and the postal cars between Union Pacific Transfer (Omaha) and San Francisco will run directly through, without the customary transfer at Ogden, a distance of 1,861 miles.

Until the consummation of the new schedule the transcontinental service has been subject to wide fluctuations in time, and it has been a common thing to have to accomplish dispatch only by means of closed pouches, which is not satisfactory as compared with the service that can be rendered by railway postal clerks in railway post-offices. Hereafter the Department will have a voice in the making of the schedule all the way from the Atlantic to the Pacific, and it is now understood that the speed of the fastest limited passenger trains shall be the basis upon which to determine the speed of the fast transcontinental railway post-office train.

On the arrival of the fast mail at San Francisco the mails will be in readiness for carrier delivery at 10 o'clock a. m., and coming east the same system will be enforced in the preparation of the mails for immediate delivery.

SERVICE BY LIMITED TRAINS.

In connection with the new service upon the New York Central, leaving New York at 8.50 a. m. by limited southwestern passenger train, it has been possible to arrange for the transfer of two 60-feet railway post-office cars, which now go as far as Cleveland by train No. 19, and are then taken up by the Chicago limited, No. 1, reaching Chicago at 9.50 a. m. The time of the fast mail between New York and Chicago is now established upon the basis of the limited passenger trains, and as postal cars and a full force of clerks are assigned to the rapid service, the territory along and contiguous to the route partakes of corresponding benefit. The system of crane and catcher delivery will now be enforced over the entire route between the two oceans, and all of the important trunk-line schedules will be adjusted so as to connect with the fast transcontinental service at Chicago, Omaha, and Council Bluffs.

SCHEDULES AND FACILITIES IN GENERAL.

There has been no material change in the schedules by way of the Pennsylvania Railroad between New York and Pittsburgh, and thence to Chicago, Cincinnati, and St. Louis. The present arrangements provide satisfactorily for the transmission of the very heavy mails carried over this route, and the existing schedule which was put into effect last year—with some few modifications that will be submitted to the railroad management for its adoption—it is believed will enable us to maintain this line upon a parity with the other heavy lines of the country.

To enable us to treat properly the greatly increased volume of mail over the Pennsylvania system, it was found necessary to increase the car space by the establishment of two additional lines of 60-feet railway post-office cars in place of cars of 50-feet measurement. Between Pittsburgh and Chicago via the Pittsburgh, Fort Wayne and Chicago (Pennsylvania Company) an improved schedule has been put in force which furnishes a direct fast-mail connection from Pittsburgh to Chicago, connecting at Pittsburgh with the New York and Pittsburgh railway post-office train No. 7, leaving New York at 8 p. m., reaching Pittsburgh the next morning at 8.30 and Chicago the same evening at 9.45, insuring connection with all the important fast-mail trains heading out of Chicago.

It is proposed, before the establishment of the winter schedules, to endeavor to accomplish a change in the speed of train No. 7, and as well the creation of an improved schedule east from Chicago via Pittsburgh, and also the recognition by the railroads of the request of the Depart-

ment for the running, when necessary, of its railway post-office cars upon the first sections of limited passenger trains.

Service between New York, N. Y., and St. Louis, Mo., and Kansas City, Mo., via the New York and St. Louis and St. Louis and Kansas City fast mail railway post-offices continues on about the same schedule as was in effect at the date of the last annual report, except in a few minor respects of no special importance. The importance and usefulness of the fast mail in the Southwest via St. Louis for points beyond was, however, very considerably improved by a recent change of schedule of the Union Pacific Railroad between Kansas City, Mo., and Denver, Colo., by which the Kansas City and Denver railway post-office leaves Kansas City at 11.20 a. m., in direct connection with the arrival of the St. Louis and Kansas City railway post-office fast mail reaching Kansas City at 11 a. m.; the Kansas City and Denver making the run to Denver, 641 miles, in twenty hours and thirty minutes, arriving at Denver the following a. m. at 7.45. This is a virtual addition of 641 miles to the fast-mail service of the Southwestern system, which is all the more gratifying as it is secured without additional expense to the Department.

Since the last report an important through line from Washington, D. C., to Cincinnati, Ohio, and Louisville, Ky., has been established via the Richmond and Danville and the Chesapeake and Ohio Railroads. This line, while not an entirely new one, can only be said to have lately taken a place in the records of the Department as a through line, because until recently the schedule from Washington to the points above mentioned was not a through connecting one that could be utilized by the Department to any advantage over the other lines in operation. Now, however, the through service by this line is double daily by through direct connecting trains, affording specially-improved facilities for the dispatch of mail for certain portions of eastern Kentucky, and also some of the State of Ohio, at certain dispatches from New York, Philadelphia, Washington, Baltimore, and Richmond.

The natural growth of the volume of mail being forwarded by the Baltimore and Ohio Railroad from Washington via the Baltimore and Grafton railway post-office and its connections with the Grafton and Cincinnati, Grafton and Chicago, and Cincinnati and St. Louis railway post-offices, had increased to such proportions, that additional space was found absolutely necessary to facilitate the proper handling, so that, as below indicated in its proper place, two lines of 60-feet cars were authorized to meet the requirements via these routes.

RAILWAY POST-OFFICE CHANGES.

The following are the changes in railway post-offices, with the date of the order and the miles of service effected. It will be noticed that while this statement deals only with the more important lines, a total of nearly 10,000 miles (9,857) of service has received treatment in the direction of betterment:

	Miles.
October 29, 1888.—New York, N. Y., and Pittsburgh, Pa.: Two daily lines of 60-feet cars to supersede one line of 40 feet. Pittsburgh, Pa., to Indianapolis, Ind: One line of 60-feet cars in lieu of one line of 40 feet. Indianapolis, Ind., to St. Louis, Mo.: One daily line of 60-feet cars to supersede one line 40 feet	1,062
October 31, 1888.—St. Louis, Mo., to Kansas City, Mo.: One additional line of 40-feet cars. This addition was made with a view of perfecting the through line from New York to Kansas City and the Southwest via Pittsburgh, Pa., and St. Louis, Mo., and particularly to furnish increased facilities between St. Louis and Kansas City	283

	Miles.
November 1, 1888.—Kansas City, Mo., to Pueblo, Colo: One daily line of 60-feet cars to supersede line of 50 feet	636
December 12, 1888.—St. Louis, Mo., to Nashville, Tenn.: Forty-feet postal cars in lieu of apartment cars. The development of this through direct line between the points named has for a long time demanded increased facilities.	322
December 27, 1888.—Chicago to Quincy, Ill.: One line of 60-feet cars ordered to supersede a line of 50-feet cars then in operation	264
January 4, 1889.—Meridian, Miss., to New Orleans, La.: Forty-feet postal car line substituted for apartment cars. This is a division of the Queen and Crescent route between Cincinnati, Ohio, and New Orleans, La	197
January 12, 1889.—Toledo, Ohio, to St. Louis, Mo.: Substituted 50-feet postal cars for 40-feet cars. To meet the demands of this important link between the New York and Chicago railway post-office with the heavy New England mails going forward by that route to St. Louis and the Southwest, increased space had to be furnished	438
January 29, 1889.—Lynchburgh to Roanoke, Va.: A new line of 40-feet postal cars ordered to secure the advantages of a double daily railway post-office car service between Lynchburgh, Va., and Bristol, Tenn	59
February 28, 1889.—Baltimore, Md., to Chicago, Ill.: Sixty-feet daily car line in lieu of 50-feet cars. To properly accommodate the greatly increased quantity of mail going forward via the Baltimore and Ohio Railroad between Baltimore and Chicago the above increase became necessary	954
March 1, 1889.—New York to Chicago, Ill.: Additional 50-feet car line made necessary by the gradual increase of the mail on this division of the New York and Chicago railway post-office	982
March 15, 1889.—Chicago to East St. Louis, Ill.: Establishment of a 60-feet postal-car line to supersede a line of 50-feet postal cars	284
March 15, 1889.—Cincinnati, Ohio, to Chattanooga, Tenn.: Two daily lines of 50-feet postal cars in lieu of 40-feet cars. This increase became necessary to properly accommodate in storage and distribution the heavy increase of mail going forward over this portion of the Queen and Crescent route	340
March 19, 1889.—Baltimore, Md., to Cincinnati, Ohio: Two daily lines of 60-feet cars ordered to supersede two lines of 50-feet cars. Cincinnati, Ohio, to St. Louis, Mo.: Two daily lines of 60-feet postal cars to supersede one line of 50-feet and one of 45-feet. The increase of space between Baltimore and St. Louis became necessary owing to the steady natural growth in the quantity of mail transported over this trunk line, which is one of the principal channels for the movement of the mails between the East and West	955
April 18, 1889.—Portage to La Crosse, Wis.: One daily line of 40-feet postal cars	104
August 19, 1889.—New Orleans, La., to Houston, Tex.: New daily line 40-feet postal cars in lieu of apartment cars. Increase made necessary by the gradual growth in the volume of mail being forwarded via this route between the Gulf country and the East and Southeast	362
September 4, 1889.—Chicago, Ill., to Cincinnati, Ohio: Additional daily line 40-feet postal cars between Chicago and Cincinnati	307
September 4, 1889.—Kansas City, Mo., to Union Pacific Transfer, Iowa: Additional daily line 40-feet postal cars	196
September 4, 1889.—Texarkana to Fort Worth, Tex,: Single daily line 40-feet postal cars. Made necessary to secure better facilities for storage and distribution of the mails between Texarkana and El Paso, Tex	248
September 6, 1889.—Washington, D. C., to Atlanta, Ga.: Single daily line of 60-feet postal cars in lieu of 50-feet-car line. Increase necessary to meet demands of the heavy mails being forwarded via this important line between Washington, D. C., and New Orleans, La	650
September 12, 1889.—New York, N. Y., to Washington, D. C.: Additional daily line 40-feet postal cars. This important line has for a long time needed increased space	225
September 12, 1889.—Williamsport, Pa. to Baltimore, Md.: One daily line of 50-feet postal cars to supersede 40-feet-car line	179
September 16, 1889.—Mandan, Dak., to Forsyth, Mont.: New daily line of 40-feet postal cars	339
September 20, 1889.—Barnesville, Minn., to Devil's Lake, Dak.: One new line 40-feet postal cars	429

SUMMER-RESORT SERVICE.

During the past summer special attention was given to the advancement of the mails in connection with the principal summer resorts along the Atlantic coast, and throughout the mountains and lake regions, and it is believed the increase of the service, and the improvements in time, were much appreciated by the people. Nothing carries with it a greater degree of real pleasure and contentment to those who are absent than the receipt of a letter from home, and it has been the endeavor of the Railway Mail Service to enforce more than the ordinary frequency and rapidity of the same.

During the Christmas season, when the mails are overcrowded with letter and package matter, requiring special dispatch and care, it is proposed, if our appropriation is sufficient, to re-enforce the heavy lines with additional clerks so as to guard against the liability to delay, and this will also save the occasion for turning over unworked mails to connecting lines and terminal post-offices.

INTERRUPTIONS.

In May and June of the present year the Railway Mail Service was put to a very severe test, occasioned by the floods which extended throughout nearly all of the States of Pennsylvania, Maryland, Virginia, and West Virginia and parts of North Carolina. All of the great trunk lines, except the New York Central, were prevented for days from getting trains over the full extent of their roads, and it became necessary to arrange for special train service to carry the mails by roundabout routes to secure remote connections that could be maintained. The loss of passengers en route near Johnstown, Pa., was from a train carrying a full railway post-office car, and it was only through the courage and determination of the railway postal clerks that the valuable letter mail and registers were saved from destruction.

By means of a four-mule wagon that was pressed into the service, the letter and registered mail matter contained in the car was driven up into the mountain and thence to Ebensburgh and Altoona, Pa. Not a single piece of letter or registered mail was lost.

It is worthy of note that in the advancement of an important mail that had been subjected to delay, it became necessary to run a special train from Harrisburgh, Pa., to New York, N. Y., a distance of 195 miles, which was accomplished by the Pennsylvania Railroad in four hours and nineteen minutes.

It is proper that favorable mention be made in this connection of the prompt willingness that was shown, I believe without any exception, on the part of the railroad officials in responding, during the period of the floods, to our requests for special and exceptional train service and additional car space. It was mainly because of their hearty co-operation that we were enabled to dispose readily of the great accumulation of delayed mails.

THE RAILWAY MAIL SERVICE, ITS PAST, PRESENT, AND FUTURE.

The character and extent of the Railway Mail Service, as it exists to-day, becomes very interesting when it is compared with the service of ten years ago, and when we think of its probable extent and character ten years hence, the necessity for strengthening and perfecting its organization and methods becomes all the more important. It is the

one thing above all others in this country that moves only in one direction, and that is ahead, and with the growth of the land and the construction of new railroads, civilization cannot be maintained, nor would life be wor h struggling for, if the people were deprived of the advantages that the postal system brings with it, and which is so happily enforced by means of the railway mail manipulation, while the trains are being whirled through the country by night as well as by day at a speed often exceeding 60 miles an hour.

The country and its vast financial and commercial interests require rapidity in transit and frequency of the service, and it is to the perfecting of the organization and the enforcement of quick transit that my attention has been mainly given, and I am confident that still greater improvements and increased efficiency can be effected by creating an organization at the Department central office that will enable the General Superintendent to properly arrange the labors that are necessarily associated with the General Superintendent's office.

ASSISTANT GENERAL SUPERINTENDENT.

By law there is no authority to employ an Assistant General Superintendent of the Railway Mail Service, and I recommend that the sum of $3,000 be included in the estimates for the next fiscal year for that purpose. There can hardly be a question as to the necessity of authorizing such a position, and it is believed Congress will make suitable provision for its maintenance.

CHIEF CLERK.

For the office of the General Superintendent no provision has by law been made for a chief clerk. Prior to 1884 there was such an assignment at a salary of $2,200 per annum, but under a ruling of the Department the assignment was dispensed with and the duties are now performed by an Assistant Superintendent, whose compensation is $1,600 per annum. There is no chief clerkship in the Department more difficult to fill, and the duties of which are more arduous and trying, and the position should be placed upon a parity with the other chief clerkships of the Post-Office Department, and I have the honor to recommend that the sum of $2,000 be included in the estimates for next year to pay for one chief clerk in the office of the General Superintendent Railway Mail Service.

The following table shows the increase in the Service for the last ten years, and we have every reason to believe that the percentage of growth will continue to advance:

Increase in the Railway Mail Service 1889 *over* 1879.

Fiscal year ending—	Miles of railroad over which mails were carried.	Annual transportation of mails by railroads.	Length of railway post-office lines.	Annual miles of service by railway post-office lines.	No. of railway postal clerks.	No. of pieces of mail matter handled.	No. of post-offices in the United States.
June 30, 1889	150,381	204,192,489	133,110	125,870,735	5,448	7,043,838,598	58,999
June 30, 1879	79,991	93,092,992	78,147	52,419,773	2,609	2,659,057,540	40,855
Increase 1889 over 1879, No.	70,390	111,099,497	54,963	73,450,962	2,839	4,384,781,058	18,144
Increase 1889 over 1879, p. c.	87.99	119.34	70.46	140.12	108.81	164.90	44.41

GRADES AND COMPENSATION OF RAILWAY POSTAL CLERKS.

In September, 1889, it was thought best to bring together in Washington, D. C., the superintendents of the eleven divisions of the Railway Mail Service, and, as well, the superintendents of mails attached to the important post-offices in the country.

The principal subjects considered were what improvements could be suggested and the creating of an improved system of examinations and schedules. An entire week was given to the daily discussion of all matters of interest to the postal service, and the proceedings will shortly be issued in pamphlet to those who will have occasion to refer to the recommendations and suggestions. This was, perhaps, the fullest and most important gathering of the kind that has ever taken place, and much good will be certain to result from it. At the request of the General Superintendent the importance of revising the grades, and to some extent the compensation, of the railway postal clerks was given special consideration, and the recommendations that will shortly be made to the honorable Postmaster-General, it is believed, will by him be approved and recommended to Congress.

COMMENDATION.

I desire, in conclusion, to express my hearty thanks to all associated with me, especially to division officers, for their zealous assistance and the enthusiastic support they have accorded my endeavors to elevate and advance the Railway Mail Service and the interests of the Post-Office Department generally.

I have the honor to be, very respectfully,

J. LOWRIE BELL,
General Superintendent.

Hon. S. A. WHITFIELD,
Second Assistant Postmaster General.

TABLE A[a].—*Statement of railway post-office*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Abbeville and Louvale, Ga	4	110.08	Abbeville, Louvale, Ga. (Amer., Pres. and Lum. R. R.).	15050	110.08
Aberdeen and Durant, Miss ...	4	108.63	Aberdeen, Durant, Miss. (Ill. Cent. R. R.) .	18009	108.63
Aberdeen and Orient, Dak	10	83.04	Aberdeen, Roscoe, Dak. (Chi., Mil. and St. Paul).	[1]26010 (part)	41.66
			Roscoe, Orient, Dak. (Chi., Mil. and St. Paul).	35029	41.78
Addison, Mich., and Franklin, Ohio.[2]	5	188.30	Addison, Mich., Franklin, Ohio (Cin., Jack. and Mack.).	21075	188.28
Addison, N. Y., and Galeton, Pa.	2	46.56	Addison, N. Y., Galeton, Pa. (Add. and Penn.).	6122	47.36
Adrian, Mich., and Fayette, Ohio.[3]	9	33.26	Adrian, Grosvenor, Mich. (L. S. and M. S.).	21095 (part)	([5])
			Grosvenor, Mich., Fayettte, Ohio (L. S. and M. S.).	24075	25.57
Albany and Binghamton, N. Y	2	143.21	Albany, Binghamton, N. Y. (D. and H. C. Co.).	6028	143.22
Albany, Kingston, and New York, N. Y.	2	146.23	Albany, New York, N. Y. (West Shore.)..	6129	142.27
Albany and New York, N. Y.....	9	145.35	Albany, New York, N. Y. (N. Y. C. and H. R.).	6011 (part)	([6])
Albany and Thomasville, Ga...	4	58.92	Albany, Thomasville, Ga. (S. Fla. and West Rwy.).	15018 (part)	58.92 ([7])
Albany and Yaquina, Oregon[14].	8	85.16	Albany, Yaquina, Oregon (Oregon Pacific R. R.).	44006	85.16
Albert Lea, Minn., and Burlington, Iowa.	6	253.14	Albert Lea, Minn., Burlington, Iowa (Burl., C. Rap. and Northern).	[10]27001	252.70
			Cedar Falls, Elmira (n. o.) Iowa (Burl., C. Rap. and North.).	27001 (part)	([11])
			Elmira (n. o.), Iowa Junction (n. o.), Iowa (Burl. C. and North.).	[12]27048 (part)	11.90
			Iowa Junction (n. o.), Nichol, Iowa (Bur., C. Rap. and North.).	27004 (part)	([13])
			Nichol, Burlington, Iowa (Bur., C. Rap. and North.).	27001 (part)	([13])
Albuquerque, N. Mex., and El Paso, Tex.	7	254.39	Albuquerque, Rincon, N. Mex. (A., T. and S. F.).	[4]39006 (part)	177.14
			Rincon, N. Mex., El Paso, Tex. (A., T. and S. F.).	39004	77.29
Albuquerque, N. Mex., and Los Angeles, Cal.[12]	8	887.41	Albuquerque, N. Mex., Needles, Cal. (Atlantic and Pacific R. R.).	30003	574.85
			Needles, Barstow, Cal. (Atlantic and Pacific R. R.).	46042 (part)	169.30
			Barstow, San Bernardino, Cal. (California Southern).	46037 (part)	61.19
			San Bernardino, Los Angeles, Cal. (Central Pacific).	46053	61.37
Alexandria and La Fayette, La.[12]	11	85.82	Alexandria, La Fayette, La. (So. Pac.).....	30021	85.82

[1] Balance of route covered by Hastings and Cologne, Minn., R. P. O. (56.51 miles), St. Paul, Minn., and Mitchell, Dak., R. P. O. (256.34 miles), and by Roscoe and Bowdle, Dak., pouch service (15.29 miles). (See Table C[a].)

[2] This line was formerly the Bryan and Carlisle R. P. O., distance 147.51 miles. Balance of route—Alvordton to Bryan, Ohio—15.60 miles, was covered by closed pouches. (See Table C[a].) July 9, 1888, R. P. O. service was extended from Bryan, Ohio, to Addison, Mich., increase 25.72 miles, and clerks run through to that point, thereby discontinuing closed-pouch service between Bryan and Alvordton, Ohio. January 14, 1889, Addison and Carlisle R. P. O. was extended from Carlisle to Franklin, Ohio, increasing distance 1.89 miles.

[3] One car in reserve.

[4] In reserve.

[5] Runs over route 21095, Adrian to Grosvenor, Mich. (7.60 miles).

[6] Shown in report of New York and Chicago R. P. O.

[7] One helper, Albany to Maryland and return, 70 miles, and one transfer clerk, at Albany, N. Y.

[8] Double daily service, except Sunday.

[9] Two clerks, transfer duty, at Albany, N. Y.

[10] Runs west on N. Y. and Chicago R. P. O., train 21.

[11] Clerks run west on New York and Chicago R. P. O., train 21.

[12] Clerks appointed to the New York and Chicago R. P. O.

[13] Remainder of route, 104.14 miles, shown as Waycross and Chatt. R. P. O.

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Addison, N. Y., and Galeton, Pa.	2	46.56	Addison, N. Y., Galeton, Pa. (Add. and Penn.).	6122	47.24
Adrian, Mich., and Fayette, Ohio.[b]	9	33.26	Adrian, Grosvenor, Mich. (L. S. and M. S.).	21095 (part)	([5])
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			Barstow, San Bernardino, Cal. (California Southern).	46037 (part)	21.10
			San Bernardino, Los Angeles, Cal. (Central Pacific).	46053	61.37
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[12] Clerks appointed to the New York and Chicago R. P. O.

[13] Remainder of route, 104.14 miles, shown as Waycross and Chatt. R. P. O.

United States on June 30, 1889—Continued.

	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
										Ft. In.	Ft. In.			
37	July 1, 1889	10	30. 61	9	28. 51	6	[19]57, 308	122. 45	1	15 0	8 6	2	1	3
		6	28. 51	3	23. 94	6	57, 308	.....	1	14 0	8 6	1	1	
									[21]1	14 0	8 6			
78	July 1, 1889	10	24. 54	5	24. 54	6	27, 568	88. 36	43	8 6	6 2	1	1	1
79	July 1, 1889	10	23. 10	5	22. 62	6	.....	.....	([5])	.....	.....	([5])		
5	Mar. 30, 1887	1	26. 25	2	24. 70	6	65, 208	104. 50	1	12 10	6 10	} 2	1	2
									[6]1	11 3	6 7			
6	July 1, 1889	54	23. 65	19	26. 76	6	17, 734	113. 68	1	11 1	6 7	1	1	1
		122	28	75	24	6	17, 734	.....	[7]1	9 5	6 7			
7	July 1, 1888	1	16. 80	4	16. 20	6	40, 566	130. 02	1	15 0	8 0	1	1	1
1	Oct. 15, 1886	90	15. 6	89	13. 7	6	37, 103	118. 92	1	10 5	6 0	1	1	1
	July 1, 1889	2	25. 50	1	31. 87	6	13, 160	42. 18	[8]3	6 6	8 9	1	1	1
	July 1, 1886	473	17. 54	474	15. 24	6	81, 120	130	[8]3	13 5	7 5	2	1	2
	July 1, 1889	2	15. 54	1	19. 42	6								
	July 1, 1886	15	18. 49	16	19. 30	7	59, 400	120. 64	1	14 0	9 1½	1	1	1
	July 1, 1884	15	19. 40	16	19. 40	7								
	July 1, 1886	66	11. 76	65	9. 80	6	35, 318	113. 20	1	17 10	9 05	1	1	1
	July 1, 1886	66	10. 65	65	11. 21									
	July 1, 1885	18	12	17	12	6	63, 230	101. 33	1	8 2	3 4	2	1	2
									1	6 10	6 4			
	July 1, 1885	18	9. 92	17	9. 92									
	July 1, 1887	18	23	17	21. 45	6	83, 429	133. 70	2	15 0	7 8	2	1	2
									[14]1	28 2	9 4			
	July 1, 1887	6	22. 35	5	26. 45	6	109, 846	136. 09	2	22 4	9 3½	[15]5	1	8
	July 1, 1887	[16]6 4	27. 63	[16]5 1	24. 72									
	July 1, 1887	[16]6 4	24. 07	[16]5 1	22. 32	6	130, 104	139	2	24 8	9 3½	[18]3	1	
	July 1, 1887	4	25. 50	1	23. 19	.....	.....	.....	[20]1	22 4	9 3½			
	July 1, 1884	42	12. 24	43	11. 40	6	31, 437	100. 76	1	15 2	8 10	1	1	1
	July 1, 1887	61	25. 80	62	17. 16	6	114, 953	122. 81	1	21 11	9 4	3	1	3
									1	22 0	9 4			
	July 1, 1887	61	23. 40	62	22. 50									
	July 1, 1887	61	20. 70	62	22. 68									
	Mar. 12, 1888	2	28. 80	1	25. 60	[23]6	60, 054	192. 48	1	15 0	8 0	2	1	2
									[6]1	11 2	6 9			
	July 1, 1888	24	21. 60	23	23. 40	6	50, 706	81. 26	2	20 0	9 0	2	1	2
									[13]1	15 0	9 0			
	July 1, 1885	24	28. 80	23	24	6								

(185.54 miles), and by Milwaukee and by Junction, Wis., pouch service (27 30). (See Table C[s].)
serve at Ashland, Wis.
division; Ashland to Appleton, Wis.; one per between Antigo and Appleton, Wis.
service between Antigo and Appleton, s. (89.59 miles).
ice of route (23.01 miles) covered by Eland l Warsaw, Wis., pouch service. (See Table)
h division; Antiago to Milwaukee, Wis. 8.50 miles).

[19] Balance of route (7.33 miles) covered by Two Rivers and Manitowoc, Wis., pouch service. (See Table C[s].)
[20] One in reserve at Kaukauna, Wis.
[21] Balance of route (21.21 miles) covered by Bayfield and Ashland Junction, Wis., pouch service. (See Table C[s].)
[22] Distance (19.60 miles) covered by St. Paul, Minn. and Elroy, Wis., R. P. O.
[23] In reserve.
[24] Covered by lines of second division 2.40 miles.

TABLE A[a].—*Statement of railway post-offices in opera*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which
		Miles.			
Ashtabula and Youngstown, Ohio.[1]	9	64.70	Ashtabula, Andover, Ohio (L. S. and M. S.).	8045 (part)	(
			Andover, Youngstown, Ohio (L. S. and M. S.).	21062	2
Astor and Leesburgh, Fla	4	40.60	Astor, Eustis, Fla. (Fla. South. Rwy.)	16008 (part)	2
			Fort Mason, Leesburgh, Fla. (Fla. South. Rwy.).	16014 (part)	1
Atchison and Leonora, Kans...	7	294.52	Atchison, Waterville, Kans. (C. Bch. U. P.).	33008	10
			Waterville, Greenleaf, Kans. (C. Bch. (U. P.).	[6]33021 (part)	1
			Greenleaf, Concordia, Kans. (C. Bch. U. P.).	33022	4
			Concordia, Leonora, Kans. (C. Bch. U. P.).	33026	1
Atchison and Topeka, Kans ...	7	51.11	Atchison, Topeka, Kans. (A., T. and S. F.).	[7]33010 (part)	5
Atchison Junction, Mo., and Atchison, Kans.	7	29.24	Atchison Junction, Mo., Atchison, Kans. (C., R. I. and P.).	29032	1
Athens and Macon, Ga	4	106.77	Athens, Macon, Ga. (Cov. and Macon R.R.)	15032	1
Athens and Union Point, Ga ..	4	40.48	Athens, Union Point, Ga.....	15007	4
Athol and Springfield, Mass...	1	48.34	Athol, Springfield, Mass. (Bos. and Alb'y).	3068	4
Atlanta, Ga., and Artesia, Miss.	4	.....	.....	.....	.....
Eastern Division	...	167.68	Atlanta, Ga., Birmingham, Ala. (Rich. and Dan. R. R.).	15042	1
Western Division.....	...	139.44	Birmingham, Ala., Columbus, Miss. (Rich. and Dan. R. R.).	18005	1
			Columbus, Artesia, Miss.....	18014	
Atlanta and Brunswick, Ga....	4	278.37	Atlanta, Brunswick, Ga. (E. T., V. and Ga. R. R.).	15013 (part)	2
Atlanta and Fort Valley, Ga...	4	105.14	Atlanta, Fort Valley, Ga. (At. and Fla. R. R.).	15056	1
Atlanta, Ga., and Montgomery, Ala.	4	173.33	Atlanta, West Point, Ga. (A. and W. P. R. R.).	15003	
			West Point, Ga., Montgomery, Ala. (West. R. R. of Ala.).	17001	
Atlanta and Waycross, Ga	4	210.34	Atlanta, Macon, Ga. (Cent. R. R.).....	15012	1
North Division	...	.....	Macon, Smithville, Ga. (S. W. R. R.)	15016 (part)	17
			Smithville, Albany, Ga. (S. W. R. R.).....	15039	
South Division	...	112.32	Albany, Waycross, Ga. (B. and W. R. R.)..	15023 (part)	1
Attalla and Anniston, Ala.....	4	35.90	Attalla, Anniston, Ala. (Ann. and Cinn. R. R.).	17035	
Attica and Medicine Lodge, Kans.	7	21.76	Attica, Medicine Lodge, Kans. (So. Kans.).	33048	
Auburn and Freeville, N. Y..	2	39.41	Auburn, Freeville, N. Y. (So Central)...	9076	
Auburn and Harrisburg, Pa...	2	59.84	Auburn, Harrisburg, Pa. (P. and R.) ...	8028	
Auburn and Lincoln, Nebr....	6	76.84	Auburn, Weeping Water, Nebr. (Mo. Pacific).	[8]33040 (part)	4
			Weeping Water, Lincoln, Nebr. (Mo. Pacific).	34048	3
Augusta and Atlanta, Ga.....	4	171.50	Augusta, Atlanta, Ga. (Ga. R. R.).....	15004	17

[1] Runs on route 8045, Ashtabula to Andover, Ohio (24.50 miles).

[2] Shown in report of Oil City and Ashtabula R. P. O. In connection with the Oil City and Ashtabula R. P. O gives double service between Ashtabula and Andover, Ohio, daily, except Sunday.

[3] Remainder of route, Eustis to Lane Park, closed-pouch service (Table C[c]), 7.43 miles.

[4] Remainder of route, 66.96 miles, reported as Palatka and Punta Gorda, R. P. O.

[5] Second clerk, in crews only, perform service upon this line between Atchison and Downs, Kans. They leave the Atchison and Lenora car e day (west bound) at Downs, Kans., and j form service on Downs and Stockton, Kan R. P. O.

[6] 7.58 miles of route 33021, between Washingt and Greenleaf, Kans., covered by closed-pouc service. (See Table C[c].)

[7] 569.75 miles of route 33010, between Topeka Kans., and Pueblo, Colo., covered by Kansas City, Mo., and Pueblo, Colo., R. P. O. Leavenworth and Topeka, Kans., R. P. O. also run over route 33010, between Meriden Junction (n. o.) and Topeka, Kans. (10.20 miles).

d States on June 30, 1889—Continued.

te of last adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	Train No. outward.	Av'gespeed (miles).	Train No. inward.	Av'gespeed (miles).					Length.	Width.			
									Ft. In.	Ft. In.			
ly 1, 1885	10	15.47	5	24.50	6	40,373	129.40	1	17 4	9 0	1	1	1
ly 1, 1888	10	17.67	5	27.04									
eb. 15, 1886	31	10	32	13.5	6	25,344	81.20	1	7 4	5 5	1	1	1
ly 1, 1888	36	14	35	10	6								
ly 1, 1886	403	22.28	404	34.06	7	215,000	147.26	3	22 6	9 1½	4	[2]2	8
ly 1, 1880	403	22.50	404	22.50	7	.....	.....	1	29 4	9 4½			1
ly 1, 1886	403	24.68	404	23.56	7								
ly 1, 1886	403	14.60	404	14.86	7								
ly 1, 1886	103	22.53	104	22.53	7	37,310	102.22	1	20 0	9 3	1	1	
ly 1, 1887	51	21.93	52	21.93	6	18,246	([3])	1	8 8	6 11	....	....	([3])
ly 1, 1889	2	19.8	1	19.4	6	66,624	106.77	1	20 0	8 8	2	1	2
ly 1, 1888	52	12.5	53	13.4	6	25,259	80.96	1	10 6	6 3	1	1	1
ly 1, 1889	475	23.21	472	21.23	6	30,164	96.66	1	10 11	6 4	1	1	1
								[9]1	9 0	6 4			
ly 1, 1888	50	23	51	21.2	7	122,552	111.92	2	40 0	8 6	3	1	[10]6
ly 1, 1888	52	20	53	19.1	7	101,791	139.44	[11]3	15 3	8 10	2	1	
ly 1, 1888	4	14	3	14	7								
ly 1, 1888	13	23.2	14	23.2	7	406,047	139.19	4	25 0	9 2	8	1	8
	11	24.6	12	25	7	.....	.....	[12]3	24 6	9 3			
ly 1, 1889	1	23.3	2	23.2	6	65,007	105.14	1	6 10	8 4	2	1	2
ly 1, 1888	50	28.1	51	27.4	7	253,061	138.66	[14]4	50 0	9 0	5	2	[15]14
	52	22	53	30.6	7								
ly 1, 1888	50	28.1	51	27.4	7								
	52	22	53	30.6	7								
ly 1, 1884	2	28.6	13	25.7	7	307,156	140.22	[16]2	50 0	9	3	2	
	12	25.7	11	25.7	7								
ly 1, 1888	5	25.5	6	26.2	7	.....	.....	2	24 8	9 3	3	1	
	13	26.9	14	26.2	7								
ly 1, 1888	5	18	6	18	7	.....	.....	.....	.....	.....	.....	.....	[17]13
	13	16.5	14	16.8	7								
ly 1, 1884	2	26.2	1	26.8	7	81,993	112.32	[11]2	14 6	7 0	2	1	
ly 1, 1889	2	22.5	1	22.1	6	22,457	71.98	1	9 6	8 6	1	1	1
ly 1, 1886	461	21.76	464	17.41	7	15,885	([18])	1	11 9	7 3	...	...	([18])
ly 1, 1889	3	22.52	2	22.52	6	24,592	78.82	1	7 2	6 6	1	1	1
ly 1, 1889	21	30.68	6	32.66	6	37,340	110.68	1	8 2	6 6	1	1	1
ly 1, 1886	359	27.16	360	27.16	7	50,093	153.68	1	16 4	6 10	1	1	1
eb. 14, 1887	359	24.78	360	26.33									
ly 1, 1888	1	22.4	2	22.4	7	250,517	114.39	2	15 0	9 0	6	1	[19]8
	3	24.4	4	22.4	7	.....	.....	1	25 5	8 6			
								1	24 6	8 6			

on this line performed by helpers on
ton, Mo., and Leavenworth, Kans., R.

car.
nsfer clerk, Birmingham.
serve car.
der of route (74.27 miles) shown in Chat-
ga, Rome and Atlanta R. P. O.
so used by Chattanooga, Rome and At-
R. P. O.; 2 reserve cars.
40-foot cars.
tailed as printers for fourth division; 1
ed to office of superintendent; 1 detailed
lanta and Savannah R. P. O.

[10] As 40-foot cars on trains 2 and 13 and trains and 6.
[17] 61.59 miles reported as Smithville and Montgomery R. P. O.
[12] One transfer clerk, Albany, Ga.; 1 detailed to office of superintendent; 60.22 miles as Brunswick and Waycross R. P. O.
[19] Service on this line is performed by clerks on Newton and Kiowa, Kans., R. P. O.
[20] Balance of route (123.41 miles) covered by Omaha, Nebr., and Kansas City, Mo., R. P. O.
[21] One detailed to office of superintendent. One transfer clerk, Augusta, Ga.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Augusta and Millen, Ga.	4	55.45	Augusta, Millen, Ga. (Cent. R. R.)	15005	54.86
Augusta and Portland, Me	1	63.39	Augusta, Portland, Me. (Me. Cen.)	([1]) 6 (part)	([2])
Augusta, Ga., and Port Royal, S. C.	4	112.99	Augusta, Ga., Port Royal, S. C. (P. R. and W. C. Rwy.).	14010	112.54
Augusta and Sandersville, Ga.	4	81.41	Augusta, Sandersville, Ga. (Au. Gib. and Sand. R. R.).	15048	81.16
Aurora and Arcadia, Nebr	6	90.73	Aurora, Central City, Nebr. (Rep. Valley).	[4]34011 (part)	19.25
			Central City, Arcadia, Nebr. (B. and M. R in Nebr.).	34049	71.07
Austin, Minn., and Mason City, Iowa,	10	40.74	Austin, Minn., Mason City, Iowa (Chi., Mil. and St. Paul).	26012	41.33
Red Axe and East Saginaw, Mich.	9	68.23	Bad Axe, East Saginaw, Mich. (S., T. and H).	24054	68.23
Baldwin and Grand Rapids, Mich.	9	74.70	Baldwin, Grand Rapids, Mich. (C. and W. M.).	24029	74.99
Baltimore, Md., and Grafton, W. Va.	3	294.86	Baltimore, Md., Grafton, W. Va. (Balto. and Ohio.	10003 (part)	283.75
Baltimore, Md., and Lexington, Va.	3	258.32	Baltimore, Md., Harper's Ferry, W. Va. (Balto. and Ohio).	10003 (part)	([3])
			Harper's Ferry, W. Va., Lexington, Va. (Balto. and Ohio).	12001	165.54
Baltimore, Md., and Martinsburgh, W, Va.	3	101.32	Baltimore, Md., Harper's Ferry, W. Va. (Balto. and Ohio).	10017	([4])
			Harper's Ferry, Martinsburgh, W. Va. (Balto. and Ohio).	12001	([5])
Baltimore, Md., and Roanoke, Va.	3	326.93	Baltimore, Hagerstown, Md. (Western Md.).	10006 (part)	([6])
			Hagerstown, Md., Roanoke, Va. (Shen. Valley).	11021	239.80
Baltimore, Md., and Washington, D. C.	3	43.37	Baltimore, Md., Washington, D. C. (Balto. and Potomac).	10013	([7])
Baltimore and Williamsport, Md.	3	94.12	Baltimore, Williamsport, Md. (Western Md.).	10006	93.14
Baltimore, Md., and Winchester, Va.	3	114.48	Baltimore, Md., Harper's Ferry, W. Va. (Balto. and Ohio).	10017	81.13
			Harper's Ferry, W. Va., Winchester, Va. (Balto. and Ohio).	12001 (part)	([8])
Bangor and Bar Harbor, Me.	1	51.00	Bangor, Bar Harbor, Me. (Me. Cen.)	24	50.45
Bangor, Me., and Boston, Mass	1	245.90	Bangor, Portland, Me. (Me. Cen.)	6	138.00
			Portland, Me., Boston, Mass. (Bos. & Me)	3001	109.35
Bangor and Bucksport, Me.	1	20.07	Bangor, Bucksport, Me. (Me. Cen.)	13	20.55

[1] Balance of route covered by Bangor and Boston R. P. O. (75.06 miles.)

[2] Covered by Bangor and Boston R. P. O. (62.94 miles.) This clerk runs in connection with the Skowhegan and Portland clerk.

[3] Cars also used by the Spart. and Aug. R. P. O. One reserve car.

[4] Balance of route (22.75 miles) covered by Lincoln and Alliance, Nebr., R. P. O.

[5] Owned by O. and M. R. R. Co. One in reserve.

[6] One chief clerk and 4 transfer clerks at Baltimore, Md.; 2 transfer clerks at Washington; D. C.; 2 transfer clerks at Cumberland, Md., 1 transfer clerk at Grafton, W. Va.; 4 detailed to P. O. Department; 5 to office of General Superintendent R. M. S.; 1 to office of superintendent third division R. M. S.; 2 helpers in Baltimore and Lexington R. P. O. from Baltimore to Washington Junction, Md., and from Washington Junction, Md., to Martinsburgh, W. Va., in Baltimore and Grafton R. P. O. train 5, returning on train 6.

[7] See Grafton and Chicago R. P. O. cars on trains 1, 2, 3 and 4 in use between Baltimore, Md., and St. Louis, Mo. Two 52 foot cars in reserve.

[8] 95 miles, Baltimore, Md., via Washington, D. C., to Harper's Ferry, W. Va., covered by the Baltimore and Grafton R. P. O.

[9] One helper between Harper's Ferry, W. Va., and Staunton, Va. (126 miles).

e United States on June 30, 1889—Continued.

Whole distance ...	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules). Train No. outward.	Av'ge speed (miles).	Train No. inward.	Av'ge speed (miles).	Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures). Length. Ft. In.	Width. Ft. In.	Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
e.														
762	July 1, 1888	70	22.7	71	27	6	34, 600	110.9	1	24 6	9 0	1	1	1
168	July 1, 1889	44	26.78	25	25.86	6	39, 555	110.92	1	15 0	6 9	1	1	1
405	July 1, 1888	63	17.3	64	19.6	7	82, 482	112.99	3	10 0	7 0	2	1	2
									1	11 0	8 9			
									[3] 1	12 0	8 6			
181	July 1, 1888	2	14.7	1	14.7	6	50, 800	162.82	1	8 0	6 0	1	1	1
693	July 1, 1886	49	25.67	50	28.88	6	56, 615	181.46	1	11 0	7 1	1	1	1
358	July 1, 1888	49	25.08	50	28.43									
529	July 1, 1887	12	29.85	11	29.85	6	25, 422	81.48	1	14 8	7 5½	1	1	1
									1	10 5	6 10			
241	Mar. 30, 1887	1	21.77	4	22.63	6	42, 576	136.46	1	7 0	6 0	1	1	1
505	July 1, 1884	46	24.13	45	20.76	6	46, 613	149.40	1	11 1	9 0	1	1	1
770	July 1, 1889	1	30.92	2	32.94	7	215, 248	174.43	5	[5] 50 2	9 0	4	3	[6] 54
		3	29.36	4	36.34	7	215, 248	......	5	52 2	9 1	4	8	
									3	60 9	9 1			
		5	32.63	6	32.94	7	215, 248	......	(7)	......	......	4	3	
770	July 1, 1889	17	28.50	18	25.40	6	161, 192	129.16	3	21 0	9 0	4	1	[9] 5
678	July 1, 1889	417	23.70	418	23.70									
813	July 1, 1885	13	26.40	14	22.29	6	63, 224	101.32	1	18 0	9 0	2	1	2
678	July 1, 1889	13	25.75	14	22.95									
263	July 1, 1889	1	28.54	12	32.09	7	238, 659	108.99	2	44 6	9 0	6	1	[13] 8
									1	40 2	8 9			
905	July 1, 1889	3	24.97	2	25.87									
768	July 1, 1885	99	27.53	52	26.16	6	27, 063	86.74	[15] 4	14 7	8 7	1	1	1
263	July 1, 1889	17	21.07	8	23.69	6	58, 731	94.12	2	19 6	8 1	2	1	2
									[16] 1	10 6	8 2			
272	July 1, 1889	19	24.42	20	25.04	6	71, 436	228.96	1	21 0	8 2	1	1	[17] 1
678	July 1, 1889	419	27.04	420	27.42									
447	July 1, 1889	115	21.30	114	21.30	6	31, 824	102.00	[19] 2	16 0	6 7	1	1	1
168	July 1, 1889	64	26.01	9	26.01	6	153, 441	122.95	1	60 0	9 1	4	4	[20] 38
		2	23.09	71	21.56	7	179, 507	......	1	60 0	9 1			
932	July 1, 1889	64	28.87	9	23.20	......	......	......	1	60 0	9 1	4	3	
		2	24.99	71	27.02	......	......	......	1	60 0	9 1			
									[21] 1	40 0	9 0			
850	July 1, 1889	101	9.09	100	15.75	6	12, 523	80.28	1	16 2	6 10	1	1	1
		105	18.18	104	15.75	6	12, 523							

[?].13 miles covered by the Baltimore and Winchester R. P. O.

[?].60 miles covered by the Baltimore and Grafton R. P. O.

[?].60 miles covered by the Baltimore and Williamsport R. P. O.

[6]wo helpers daily (except Sunday), between Baltimore, Md., and Bentonville, Va. (159.50 miles).

[?].70 miles covered by the New York and Washington R. P. O.

[?]ree in reserve.

[?] reserve.

[?]erk runs 6 days on and 3 off duty, being relieved by clerks in the Baltimore and Martinsburgh R. P. O.

[18] 32 miles covered by the Baltimore and Lexington R P. O.

[19] One reserve car; 1 acting clerk additional on this line.

[20] One clerk detailed as chief clerk, Portland, Me.; 1 clerk detailed as assistant to chief clerk, Portland, Me.; 2 clerks detailed to superintendent's office; 2 clerks detailed as transfer clerks (one at Portland, Me., and one at Bangor, Me.); 4 clerks as short stops (2 on day and 2 on night trains) between Portland and Boston (108.80 miles).

[21] Reserve car.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Augusta and Millen, Ga.	4	55.45	Augusta, Millen, Ga. (Cent. R. R.)	15005	54.98
Augusta and Portland, Me	1	63.39	Augusta, Portland, Me. (Me. Cen.)	(1) 6 (part)	(2)
Augusta, Ga., and Port Royal, S. C.	4	112.99	Augusta, Ga., Port Royal, S. C. (P. R. and W. C. Rwy.).	14010	112.54
Augusta and Sandersville, Ga.	4	81.41	Augusta, Sandersville, Ga. (Au. Gib. and Sand. R. R.).	15048	81.16
Aurora and Arcadia, Nebr	6	90.73	Aurora, Central City, Nebr. (Rep. Valley).	[4]34011 (part)	19.25
			Central City, Arcadia, Nebr. (B. and M. R in Nebr.).	34049	71.07
Austin, Minn., and Mason City, Iowa,	10	40.74	Austin, Minn., Mason City, Iowa (Chi., Mil. and St. Paul).	26012	41.33
Red Axe and East Saginaw, Mich.	9	68.23	Bad Axe, East Saginaw, Mich. (S., T. and H).	24054	68.23
Baldwin and Grand Rapids, Mich.	9	74.70	Baldwin, Grand Rapids, Mich. (C. and W. M.).	24026	74.98
Baltimore, Md., and Grafton, W. Va.	3	294.86	Baltimore, Md., Grafton, W. Va. (Balto. and Ohio.	10003 (part)	283.75
Baltimore, Md., and Lexington, Va.	3	258.32	Baltimore, Md., Harper's Ferry, W. Va. (Balto. and Ohio).	10003 (part)	(3)
			Harper's Ferry, W. Va., Lexington, Va. (Balto. and Ohio).	12001	165.54
Baltimore, Md., and Martinsburgh, W, Va.	3	101.32	Baltimore, Md., Harper's Ferry, W. Va. (Balto. and Ohio).	10017	(10)
			Harper's Ferry, Martinsburgh, W. Va. (Balto. and Ohio).	12001	(11)
Baltimore, Md., and Roanoke, Va.	3	326.93	Baltimore, Hagerstown, Md. (Western Md.).	10006 (part)	(12)
			Hagerstown, Md., Roanoke, Va. (Shen. Valley).	11021	239.80
Baltimore, Md., and Washington, D. C.	3	43.37	Baltimore, Md., Washington, D. C. (Balto. and Potomac).	10013	(13)
Baltimore and Williamsport, Md.	3	94.12	Baltimore, Williamsport, Md. (Western Md.).	10006	93.14
Baltimore, Md., and Winchester, Va.	3	114.48	Baltimore, Md., Harper's Ferry, W. Va. (Balto. and Ohio).	10017	81.12
			Harper's Ferry, W. Va., Winchester, Va. (Balto. and Ohio).	12001 (part)	(12)
Bangor and Bar Harbor, Me.	1	51.00	Bangor, Bar Harbor, Me. (Me. Cen.)	24	50.45
Bangor, Me., and Boston, Mass	1	245.90	Bangor, Portland, Me. (Me. Cen.)	6	138.08
			Portland, Me., Boston, Mass. (Bos. & Me)	3001	109.35
Bangor and Bucksport, Me.	1	20.07	Bangor, Bucksport, Me. (Me. Cen.)	13	20.55

Balance of route covered by Bangor and Boston R. P. O. (75.06 miles.)

[2] Covered by Bangor and Boston R. P. O. (62.94 miles.) This clerk runs in connection with the Skowhegan and Portland clerk.

[3] Cars also used by the Spart. and Aug. R. P. O. One reserve car.

[4] Balance of route (22.75 miles) covered by Lincoln and Alliance, Nebr., R. P. O.

[5] Owned by O. and M. R. R. Co. One in reserve.

[6] One chief clerk and 4 transfer clerks at Baltimore, Md.; 2 transfer clerks at Washington; D. C.; 2 transfer clerks at Cumberland, Md., 1 transfer clerk at Grafton, W. Va.; 4 detailed to P. O. Department; 5 to office of General Superintendent R. M. S.; 1 to office of superintendent third division R. M. S.; 2 helpers in Baltimore and Lexington R. P. O. from Baltimore to Washington Junction, Md., and from Washington Junction, Md., to Martinsburgh, W. Va., in Baltimore and Grafton R. P. O. train 5, returning on train 6.

[7] See Grafton and Chicago R. P. O. cars on trains 1, 2, 3 and 4 in use between Baltimore, Md., and St. Louis, Mo. Two 52 foot cars in reserve.

[8] 95 miles, Baltimore, Md., via Washington, D. C., to Harper's Ferry, W. Va., covered by the Baltimore and Grafton R. P. O.

[9] One helper between Harper's Ferry, W. Va., and Staunton, Va. (126 miles).

nited States on June 30, 1889—Continued.

Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).				Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	Train No. outward.	Av'ge speed (miles).	Train No. inward.	Av'ge speed (miles).					Length.		Width.				
									Ft.	*In.*	*Ft.*	*In.*			
July 1, 1888	70	22.7	71	27	6	34,600	110.9	1	24	6	9	0	1	1	1
July 1, 1889	44	26.78	25	25.86	6	39,555	110.92	1	15	0	6	9	1	1	1
July 1, 1888	63	17.3	64	19.6	7	82,482	112.99	3	10	0	7	0	2	1	2
								1	11	0	8	9			
								[3]1	12	0	8	6			
July 1, 1888	2	14.7	1	14.7	6	50,800	162.82	1	8	0	6	0	1	1	1
July 1, 1886	49	25.67	50	28.88	6	56,615	181.46	1	11	0	7	1	1	1	1
July 1, 1888	49	25.08	50	28.43											
July 1, 1887	12	29.85	11	29.85	6	25,422	81.48	1	14	8	7	5½	1	1	1
								1	10	5	6	10			
Mar. 30, 1887	1	21.77	4	22.63	6	42,576	136.46	1	7	0	6	0	1	1	1
July 1, 1884	46	24.13	45	20.76	6	46,613	149.40	1	11	1	9	0	1	1	1
July 1, 1889	1	30.92	2	32.94	7	215,248	174.43	5	[5]50	2	9	0	4	3	[6]54
	3	29.36	4	36.34	7	215,248	.....	5	52	2	9	1	4	3	
								3	60	9	9	1			
	5	32.63	6	32.94	7	215,248	.....	[7]	.....		.....		4	3	
July 1, 1889	17	28.50	18	25.40	6	161,192	129.16	3	21	0	9	0	4	1	[8]5
July 1, 1889	417	23.70	418	23.70											
July 1, 1885	13	26.40	14	22.29	6	63,224	101.32	1	18	0	9	0	2	1	2
July 1, 1889	13	25.75	14	22.95											
July 1, 1889	1	28.54	12	32.09	7	238,659	108.99	2	44	6	9	0	6	1	[13]8
								1	40	2	8	9			
July 1, 1889	3	24.97	2	25.87											
July 1, 1885	99	27.53	52	26.16	6	27,063	86.74	[15]4	14	7	8	7	1	1	1
July 1, 1889	17	21.67	8	23.69	6	58,731	94.12	2	19	6	8	1	2	1	2
								[16]1	10	6	8	2			
July 1, 1889	19	24.42	20	25.04	6	71,436	228.96	1	21	0	8	2	1	1	[17]1
July 1, 1889	419	27.04	420	27.42											
July 1, 1889	115	21.30	114	21.30	6	31,824	102.00	[19]2	16	0	6	7	1	1	1
July 1, 1889	64	26.01	9	26.01	6	153,441	122.95	1	60	0	9	1	4	4	[20]38
	2	23.09	71	21.56	7	179,507	.....	1	60	0	9	1			
July 1, 1889	64	28.87	9	23.20	.....	.....	.....	1	60	0	9	1	4	3	
	2	24.99	71	27.02	.....	.....	.....	1	60	0	9	1			
								[21]1	40	0	9	0			
July 1, 1889	101	9.09	100	15.75	6	12,523	80.28	1	16	2	6	10	1	1	1
	105	18.18	104	15.75	6	12,523									

iles covered by the Baltimore and Winter R. P. O.

iles covered by the Baltimore and Grafton O.

iles covered by the Baltimore and Wilport R. P. O.

elpers daily (except Sunday), between more, Md., and Bentonville, Va. (159.50).

iles covered by the New York and Washon R. P. O.

In reserve.

rve.

uns 6 days on and 3 off duty, being re- d by clerks in the Baltimore and Martinsburgh R. P. O.

[13] 32 miles covered by the Baltimore and Lexington R P. O.

[15] One reserve car; 1 acting clerk additional on this line.

[20] One clerk detailed as chief clerk, Portland, Me.; 1 clerk detailed as assistant to chief clerk, Portland, Me.; 2 clerks detailed to superintendent's office; 2 clerks detailed as transfer clerks (one at Portland, Me., and one at Bangor, Me.); 4 clerks as short stops (2 on day and 2 on night trains) between Portland and Boston (108.80 miles).

[21] Reserve car.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Barnesville, Minn., and Minot, Dak.[1]	10	312.11	Barnesville, Crookston, Minn. (St. P., Minn. and Man.).	[2]26004 (part)	80.49
			Crookston, Minn., Devil's Lake, Dak. (St. P., Minn. and Man.).	26039	114.58
			Devil's Lake, Minot, Dak. (St. P., Minn. and Man.).	[3]35036 (part)	117.68 (4)
Batavia and Buffalo, N. Y.....	2	47.39	Batavia, Tonawanda, N. Y. (N. Y. C. and H. R. R.).	6014 (part)	36.61
			Tonawanda, Buffalo, N. Y. (N. Y. C. and H. R. R.).	6016 (part)	(5)
Bath and Lewiston, Me.....	1	28.47	Bath, Brunswick, Me. (Me. Cen.).....	11	(6)
			Brunswick, Lewiston, Me. (Me. Cen.).....	[7]3 (part)	15.62
Battle Creek, Mich., and Goshen, Ind.[10]	9	70.77	Battle Creek, Sturgis, Mich. (St. L., S. and B. C.)	24082	41.98
			Sturgis, Mich., Goshen, Ind. (C. and St. L.).	22058	29.21
Bayard and New Philadelphia, Ohio.	5	82.31	Bayard, New Philadelphia, Ohio (Penna. Co.).	21008	32.33
Bay City and Jackson, Mich.[11].	9	115	Bay City, Jackson, Mich. (Mich. Cent.)...	24009	115.36
Bay City, Wayne, and Detroit, Mich.[14]	9	121.41	Bay City, East Saginaw, Mich. (F. and P. M.).	24048	13.34
			East Saginaw, Wayne, Mich. (F. and P. M.).	24015 (part)	(8)
			Wayne, Detroit, Mich. (Mich. Cent.)	24006 (part)	(8)
Beardstown and Shawneetown, Ill.	6	228.35	Beardstown, Shawneetown, Ill. (Ohio and Miss.).	23032	228.66
Beaumont and Anthony, Kans[18]	7	117.11	Beaumont, Anthony, Kans. (St. L. and S. F.).	33049	117.11
Bedford and Switz City, Ind...	5	41.52	Bedford, Switz City, Ind. (Bed. and Bloom.).	22036	41.52
Belfast and Burnham, Me.....	1	33.95	Belfast, Burnham, Me. (Me. Cen.)	4	33.29
Bellaire and Zanesville, Ohio...	5	112.48	Bellaire, Zanesville, Ohio (Bell., Zanes. and Cin.).	21063	112.48
Belle Plaine and Muchachinock, Iowa.....	6	62.90	Belle Plaine, Muchachinock, Iowa (Chi. and No. West.).	27049	64.68
Bellevue and Cascade, Iowa ...	6	36.32	Bellevue, Cascade, Iowa (Chi., Mil. and St. P.).	27053	36.40
Bellwood and Punxsutawney, Pa.	2	58.30	Bellwood, Irvona, Pa. (Bell's Gap)	8067	25.62
			Irvona, Punxsutawney, Pa. (Bell's Gap) ..	8165	33.47
Belvidere, N. J., and Philadelphia, Pa.	2	102.54	Manunka Chunk, Trenton, N. J. (Penna.).	7008	67.89
			Trenton, N. J., Philadelphia, Pa. (Penna.).	7004 (part)	(9)
Bement and Effington, Ills....	6	62.26	Bement, Shumway, Ill. (Wabash)	23066 (part)	52.50
			Shumway, Effingham, Ill. (Wabash).....	[12]23063	9.36
Bennington, Vt., and Chatham, N. Y.	2	57.79	Bennington, Vt., and Chatham, N. Y. (L. S. R. R.).	6054	57.60

[1] Reported last year as Crookston, Minn., and Minot, Dak., R. P. O.; service extended to Barnesville, Minn., November 9, 1888, increasing distance 80.49 miles.

[2] Balance of route covered by St. Vincent and Crookston, Minn., R. P. O. (89.88 miles) and by Boundary line (n. o.), Dak., and St. Paul, Minn., R. P. O. (144.48 miles).

[3] Balance of route, Minot, Dak., to Great Falls, Mont., covered by closed pouches (550.14 miles) (See Table C[c].)

[4] 50.62 miles covered by Canandaigua and Batavia R. P. O.

[5] 11 miles covered by Suspension Bridge and Buffalo R. P. O.

[6] Car and clerk shown on route 6014.

[7] Covered by Rockland and Portland R. P. O. (9.17 miles).

[8] Reserve car.

[9] Balance of route covered by Farmington and Lewiston R. P. O. (36.30 miles) and closed-pouch service between Leeds Junction and Lewiston (16.32 miles). (See Table C[c].)

[10] Established by order of May 28, 1889. Commenced service June 3, 1889.

[11] Clerk makes 2 round trips daily, except Sunday.

ited States on June 30, 1889—Continued.

ate of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	Train No. outward.	Av'ge speed (miles).	Train No. inward.	Av'ge speed (miles).					Length.	Width.			
									Ft. In.	*Ft. In.*			
uly 1, 1887	3	26.95	4	27.73	7	227,840	156.65	2	24 7	9 1	4	1	4
								1	24 6	9 0			
uly 1, 1887	3	22.39	4	23.97									
uly 1, 1887	3	23.86	4	26.56									
uly 1, 1889	01	15.96	02	12.80	6	29,571	94.78	1	6 6	6 6	1	1	1
uly 1, 1885	01	14.64	02	16.50	6	.....	.....	(5)	.....	.....	(5)		
uly 1, 1889	55	26.10	62	26.10	6	17,765	118.88	1	15 6	7 5	1	1	1
	65	28.99	74	26.10	6	17,765	.....	[6]1	16 0	7 3			
uly 1, 1889	55	19.40	62	23.28									
	65	25.86	74	24.24									
.....	2	18.44	3	23.71	6	3,397	141.54	1	15 4	7 2	1	1	1
.....	2	15	1	18.12	6								
July 1, 1888	51	22.81	52	12	[11]6	20,161	129.24	1	20 0	9 0	1	1	1
	53	16.15	54	22.81	6	20,161							
July 1, 1884	72	25.38	71	24.04	6	72,220	115	1	17 0	8 9	4	1	4
	74	22.84	73	22.84	6	72,220		1	16 10	8 5			
								[12]1	11 6	8 8			
July 1, 1884	405	22.80	402	22.80	6								
July 1, 1884	5	27.06	2	28.19	6	75,760	121.41	1	22 2	8 11	2	1	([17])
July 1, 1884	42	27	33	27	6								
July 1, 1887	20	19.44	21	20.75	6	142,490	114.17	2	16 4	9 4	4	1	4
	22	17.07	23	18.50	.....	.....	.....	1	15 0	9 0			
July 1, 1889	3	21.96	4	22.66	7	74,489	117.11	1	12 0	7 0	2	1	2
July 1, 1888	62	10.86	61	9	6	25,908	83.04	[19]2	6 6	5 0	1	1	1
July 1, 1889	86	12.93	87	10.11	6	21,184	135.80	1	17 5	7 7	1	1	1
	88	14.70	89	12.93	6	21,184	.....	[6]1	12 0	7 0			
July 1, 1888	1	16.07	2	15	6	70,188	112.48	2	12 2	7 7	2	1	2
								[20]1	10 5	7 5			
July 1, 1887	101	18.41	102	15.10	6	39,250	125.80	1	12 2	7 5	1	1	1
July 1, 1887	25	10.40	26	10.65	6	22,664	72.64	1	8 6	6 6	1	1	1
July 1, 1889	7	18.48	16	17.04	6	36,379	116.60	[19]2	6 4	6 4	1	1	1
July 1, 1889	7	17.16	16	16.93	6			([21])			([21])		
July 1, 1889	573	28.62	554	28.02	6	63,984	205.08	1	20 0	8 7	1	1	1
								[20]1	15 6	8 6			
July 1, 1885	573	21.66	554	24.54	6			([22])			([22])		
July 1, 1887	85	21	84	21	6	38,850	124.52	1	11 5	6 8½	1	1	1
July 1, 1887	85	18.48	84	18.48									
July 1, 1889	6	23.91	3	22.36	6	36,061	115.58	1	14 0	7 0	1	1	1

ble daily service, except Sunday.
car held in reserve.
s on route 24015, East Saginaw to Wayne, ch. (90.50 miles), and in connection with the dington and Toledo R. P. O. gives double vice between these points daily except Sun-y; also runs on route 24006, Wayne to De-it, Mich. (18.16 miles).
m in report of Ludington and Toledo R. O.
n in report of Detroit and Chicago R. P. O.
e appointed to the Ludington and Toledo P. O.

[12] Reported last year as Beaumont and Bluff, Kans., R. P. O.; increased distance 10.97 miles; extended August 15, 1888.
[19] One car in reserve.
[20] In reserve.
[21] Car and clerk shown on route 8087.
[22] 34.01 miles covered by N. Y. and Washington R. P. O.
[23] Cars and clerk shown on route 7008.
[24] Balance of route covered by Chicago, Decatur, Ill. and St. Louis, Mo., R. P. O. (152.80 miles) and between Shumway and Altamont (10.54 miles) by closed pouches. (See Table C[c].)

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Benson, Minn., and Huron, Dak[1]	10	163.39	Benson, Minn.. Watertown, Dak. (St. P., Minn. and Man.).[2]	28002	92.75
			Watertown, Huron, Dak. (Dul., Wat. and Pacific.).[4]	35028	70.58
Benson and Nogales, Aris.....	8	88.50	Benson, Nogales, Ariz. (New Mexico and Arizona R. R.).	40002	88.50
Benton Harbor, Mich., and Anderson, Ind.	5	164.95	Benton Harbor, Mich., Anderson, Ind. (Cin., Wab. and Mich.).	22022	165.09
Berlin and Salisbury, Md	2	23.86	Berlin, Salisbury, Md. (Balto. and East. Shore).	10009	[5]23.86
Bethany Junction, Iowa, and Grant City, Mo.	6	44.28	Bethany Junction (n. o.) Iowa, Grant City, Mo. (Chi., Bur. and Qcy.).	[6]27006 (part)	44.23
Bethlehem and Philadelphia, Pa.	2	57.60	Bethlehem, Philadelphia, Pa. (P. and R.)..	8004	56.61
Big Rapids and Detroit, Mich[11]	9	190.70	Big Rapids, Iona, Mich. (D., L. and N.)...	24016	68.05
			Iona, Detroit, Mich. (D., L. and N.)	24017 (part)	[12]
Big Rapids and Holland, Mich[14]	9	91	Big Rapids, Holland, Mich. (C. and. W. M.)	24022	91.63
Binghamton and New York, N. Y.	2	208.70	Binghamton, N. Y., Washington, N. J. (D., L. and W.).	8019	140.59
			Washington, Denville, N. J. (D., L. and W.).	7013 (part)	[13]
			Denville, Hoboken, N. J. (D., L. and W.) ..	7028	34.30
Birmingham and Memphis, Tenn.	4	251.60	Birmingham, Ala., Memphis, Tenn. (K. C., Mem. and Birm.).	18021	251.60
Bloomington and Roodhouse, Ill.	6	110.75	Bloomington, Roodhouse, Ill. (Chi. and Alton).	23018	111.28
Bluffs, Ill., and Hannibal, Mo..	6	50.01	Bluffs, Ill., Hannibal, Mo. (Wabash)	23025	50.36
Bolivar and Springfield, Mo ...	7	40.05	Bolivar, North Springfield, Mo., Station A, Springfield, Mo. (St. L. and S. F.).	28038	40.05
Boone and Des Moines, Iowa..	6	43.30	Boone, Des Moines, Iowa (St. L., D., M. and North.).	27081	43.06
Boston, Mass., and Albany, N. Y.	1	203.25	Boston, Mass., Albany, N. Y. (Bos. and Alb'y).	3025	201.23
Boston, Mass., and Albany, N. Y. (short run).	1	99.44	Boston, Springfield, Mass. (Bos. and Alb'y).	[15]3025 (part)	[15]
Boston, Clinton, and Fitchburg, Mass.	1	62.49	Boston, South Framingham, Mass. (Bos. and Alb'y).	[16]3025 (part)	[16]
			South Framingham, Fitchburg, Mass. (Old (Col.).	[17]3051 (part)	40.47
Boston, Mass., and Greenville, N. H.	1	60.33	Boston, Ayer, Mass. (Fitch.)	[18]3021 (part)	[19]
			Ayer, Mass., Greenville, N. H. (Fitch.)	3024	23.96
Boston, Mass., and Hopewell Junction, N. Y. (short run).	1	118.30	Boston, Mass., Hartford, Conn. (N. Y. and N. Eng.).	[20]5007 (part)	[21]
Boston, Mass., and Hopewell Junction, N. Y.	1	215.23	Boston, Mass., Hopewell Junction, N. Y. (N. Y. and N. E.).	5007	214.94

[1] New R. P. O. service established December 17, 1888. Clerk runs between Benson, Minn., and Forestville (n. o.), Dak., and supplies part between Forestville (n. o.), and Huron, Dak. (79.04 miles), by closed pouches.
[2] New R. R. service established September 20, 1888.
[3] One clerk detailed as helper on St. Paul, Minn. and Mitchell, Dak., R. P. O.
[4] New R. R. service established December 17, 1888.
[5] One reserve car.
[6] One car in reserve.
[7] 7.19 miles covered by closed-pouch service. (See Table C[a].)
[8] Balance of route (49.68 miles) covered by Des Moines, Iowa, and St. Joseph, Mo., R. P. O.
[9] Distance on trains 308 and 315, 57.60 miles; distance on trains 301, 310, 314, 57.36 miles.
[10] Triple daily service outward and double inward, except Sunday.
[11] Runs on route 24017, Iona to Detroit, Mich. (122.73 miles), and with Howard City and Detroit R. P. O., gives double service between these points daily, except Sunday.
[12] Shown in report of Howard City and Detroit R. P. O.
[13] One clerk assigned as helper between Detroit and Howell in the Howard City and Detroit R. P. O.
[14] In connection with the Muskegon and Allegan R. P. O. gives double service between Muskegon and Holland, Mich. (35.50 miles), daily, except Sunday.
[15] 31 miles covered by N. Y., Dover and Easton R. P. O.
[16] Cars and clerks shown on route 8019.
[17] Whole car.
[18] Reserve.
[19] One in reserve at Springfield, Mo.
[20] One clerk detailed as chief clerk, Boston, Mass. Two clerks detailed to superintendent's office. Four clerks as helpers between Springfield and Albany (103.81 miles). Two clerks as helpers

the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules). Train No. outward.	Avg'espeed (miles).	Train No. inward.	Avg'espeed (miles).	Number of round trips with clerks per week.	Average miles of service with clerks.	Average miles run daily by crews.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures). Length.	Width.	Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
Lbs.										Ft. In.	Ft. In.			
423	July 1, 1889	51	13.70	52	14.18	6	49,321	158.08	1	22 2	8 11	1	1	[22]
200	July 1, 1889	55	13.87	56	14.11									
420	July 1, 1886	1	11.91	2	12.29	7	64,606	88.50	[3]	20 0	9 2	2	1	2
767	July 1, 1888	2	26.40	1	25.92	6	102,929	164.95	[23]	15 8	9 0	2	1	2
135	July 1, 1889	1	12.13	5	16.48	6	14,889	47.72	1	9 8	4 1	1	1	1
991	July 1, 1887	47	10.02	48	12.94	6	27,631	88.56	1	20 0½	9 1	1	1	1
1,020	July 1, 1889	308	28.09	301	27.48	6	[24]35,942	114.87	1	15 0	9 6	1	1	3
		310	28.09	315	27.53	6	35,798	.....	1	15 0	9 6	1	1	
		314	28.09	([19])	([19])	6	17,896	.....	1	20 0	9 6	1	1	
889	July 1, 1884	6	27	9	23.82	6	118,997	127.13	2	20 0	8 10	3	1	[13]4
1,107	July 1, 1884	8	26.80	7	24.56	6								
821	July 1, 1884	28	13.78	21	15.12	6	56,784	91	1	15 0	9 0	2	1	2
1,586	July 1, 1889	2	27	1	26.08	6	130,229	139.13	[3]	20 0	9 0	3	2	6
1,283	July 1, 1889	2	29.52	1	28.17	6			([16])			([16])		
1,925	July 1, 1889	2	27.42	1	25.40	6			([16])			([16])		
510	July 1, 1888	2	25.1	1	25	7	183,668	125.8	[3]	27 10	10 10	4	1	4
1,333	July 1, 1887	6	25.56	5	23.32	6	69,108	110.75	[17]1	40 0	9 1	2	1	2
									[18]1	25 8	8 9			
1,417	July 1, 1887	43	22.22	42	25	6	31,206	100.02	1	17 5	8 7½	1	1	1
257	July 1, 1886	46	15.02	45	15.02	6	24,991	80.10	[12]2	12 0	7 3	1	1	1
4,306	July 1, 1887	2	14.35	1	14.35	6	27,019	86.60	1	10 9	7 6	1	1	1
6,641	July 1, 1889	1	25.26	42	30.69	6	126,828	101.62	1	45 1	8 9	4	3	[26]39
									1	45 1	8 6			
		11	26.94	6	33.66	7	148,372		2	56 7	8 9	4	3	
									[21]1	27 10	8 7			
56,641	July 1, 1889	109	23.67	24	26.02	6	62,050	99.44	1	27 7	8 7	2	3	([24])
56,641	July 1, 1889	7	32.62	995	25.96	.....	38,993	124.93	1	14 0	6 0	1	1	1
									[21]1	14 0	6 6			
1,611	July 1, 1889	7	28.18	995	29.30	6								
8,109	July 1, 1889	122	24.04	451	24.87	6	37,645	120.66	1	11 0	8 2	1	1	1
									[21]1	8 9	6 3			
696	July 1, 1889	122	23.53	451	23.53									
6,952	July 1, 1889	5	25.59	6	29.32	6	73,819	118.30	1	18 2	8 11	2	([22])	([22])
									1	17 4	9 0			
6,952	July 1, 1889	1	27.72	2	28.15	6	134,303	107.61	1	18 2	8 11	4	1	[33]12
									1	21 8	9 3			

between Springfield and Boston (99.44 miles). Six clerks on short run, Boston and Springfield (99.44 miles).

[21] Reserve car.

[22] Balance of route covered by Boston and Albany R. P. O. (102.66 miles).

[23] Covered by Boston and Albany R. P. O. (98.63 miles).

[24] Shown in column 17, Boston and Albany R. P. O.

[25] Balance of route covered by Boston and Albany R. P. O. (180.08 miles).

[26] Covered by Boston and Albany R. P. O. (21.21 miles).

[27] Balance of route covered by Lowell and Taunton R. P. O. (32.26 miles), and closed pouch service between Taunton and New Bedford (20.91 miles). (See Table C[a].)

[28] Balance of route covered by Boston and Troy R. P. O. (69.33 miles).

[29] Covered by Boston and Troy R. P. O. (36.07 miles).

[30] Balance of route covered by Boston and Hopewell Junction R. P. O. (97.64 miles).

[31] Covered by Boston and Hopewell Junction R. P. O. (117.30 miles).

[32] Shown in column 17, Boston and Hopewell Junction R. P. O.

[33] On the a. m. run west there are 2 clerks to Bristol, Conn., the second clerk stopping there and returning with Boston and Hopewell Junction short run east, next morning. Six clerks on Boston and Hopewell Junction short run, 2 on a. m., east, from Hartford, Conn., and 1 short stop between Boston and Willimantic; 1 clerk on p. m. west. The clerk in charge doubles the road every day, every other week off. The second clerk's run, two-thirds of the time, daily average 100.02 miles; 1 clerk detailed as transfer clerk at Hartford, Conn., and 1 at Boston, Mass.

TABLE A[a].—*Statement of railway post-offices in operat*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Boston, Mass., Nashua and Keene, N. H.	1	96.22	Boston, Mass., Nashua, N. H. (Bos. and Me., Lowell System).	2016	(1)
			Nashua, Keene, N. H. (Bos. and Me., Lowell System).	1011	58.
Boston, Mass., and New York, N. Y. (short run).	1	135.73	Springfield, Mass., New York, N. Y. (N. Y., N. H. and Hart.).	5005	(2)
Boston and Northampton, Mass[3]	1	104.71	Boston, Northampton, Mass. (Bos., Me. Cen., Mass. Div.).	3080	104.
Boston, Mass., Providence, R. I., and New York, N. Y.	1	238.07	Boston, Mass., Providence, R. I. (Old Col., Prov. Div.).	3035	44
			Providence, R. I., Groton, Conn. (N. Y., Prov. and Bos.).	4002	61.
			New London, New Haven, Conn. (N. Y., N. H. and Hart.).	5004	51.
			New Haven, Conn., New York., N. Y. (N. Y., N. H. and Hart.).	5005	(4)
				[5](part)	
Boston and Springfield, Mass., and New York, N. Y.	1	235.17	Boston, Springfield, Mass. (Bos. and Alb'y).	3025	(6)
				[10](part)	
			Springfield, Mass., New York, N. Y. (N. Y., N. H. and H.).	5005	136
Boston, Mass., and Troy, N. Y.	1	191.04	Boston, Greenfield, Mass. (Fitch.)	3021	105.
			Greenfield, North Adams, Mass. (Fitch.)	3022	37.
			North Adams, Mass., Troy, N. Y. (Fitch.)	6067	48.
Boston and Wellfleet, Mass	1	106.56	Boston, South Braintree, Mass. (Old Col.)	3038	11.
			South Braintree, Middleborough, Mass. (Old Col.).	3039	23.
				[12](part)	
			Middleborough, Wellfleet, Mass (Old Col).	3041	71.
				[10](part)	
Boston Corners and Poughkeepsie, N. Y.	2	38.06	Boston Corners, Poughkeepsie, N. Y. (N. Y. and Mass.	6079	38.
Boundary Line (n. o.) and Presque Isle, Me.	1	89	Andover, N. B., Presque Isle, Me. (New Bruns.).	1	89.
Boundary Line (n. o.), Dak., and St. Paul, Minn.[13]	10	401.82	Neche, Fargo, Dak. (St. P., Minn. and Man.)	25005	157.
			Fargo, Dak., Barnesville, Minn. (St. P., Minn. and Man.).	26005	24.
			Barnesville, St. Cloud, Minn. (St. P., Minn. and Man.).	[11]26004 (part)	144.
			St. Cloud, Minneapolis, Minn. (St. P., Minn. and Man.).	26040	66.
			Minneapolis, St. Paul, Minn. (St. P., Minn. and Man.).	26006 (part)	(7)

[1] Covered by St. Albans and Boston R. P. O. (39.85 miles).
[2] Reserve car.
[3] Covered by Boston, Springfield and New York R. P. O. (136 miles).
[4] Shown in column 17, Boston, Springfield and New York R. P. O. [5] New service commenced January 14, 1889.
[6] One clerk detailed as transfer clerk, Providence, R. I.; 1 clerk detailed as transfer clerk at New London, Conn.; 1 clerk detailed as transfer clerk at Saybrook Junction, Conn.; 2 clerks as short-stops between New York and Saybrook. Daily average, 135.35 miles.
[7] Covered by Boston, Springfield and N. Y. R. P. O. (73.23 miles).
[8] Balance of route covered by Boston, Springfield and N. Y. R. P. O. (62.77 miles).
[9] Covered by Boston and Albany R. P. O. (96.67 miles).
[10] Two clerks detailed as chief clerks (1 at Boston, Mass., 1 at New Haven, Conn.).; 6 clerks detailed to superintendent's office; 7 clerks detailed as transfer clerks (2 at Springfield, Mass., 1 at Worcester, Mass., 1 at Hartford, Conn., 1 at New Haven, Conn., 2 at Boston, Mass.); 1 clerk detailed as short-stop on Boston and Wellfleet R. P. O.; 4 clerks as short-stops between New York and Hartford on night line; 16 clerks on Boston and New York short run.
[11] Balance of route covered by Boston and Albany R. P. O. (102.66 miles).
[12] 4 p. m. messengers; no apartment; mail worked in baggage car.
[13] Two clerks as short-stops between Troy, N. Y.

the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules). Train No. outward.	Av'gespeed (miles).	Train No. inward.	Av'gespeed (miles).	Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures). Length.	Width.	Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
Lbs.										*Ft. In.*	*Ft. In.*			
15,018	July 1, 1889	53	29.79	236	27.08	6	60,041	96.22	1	14 2	7 0	2	1	2
									[21]	13 5	6 10			
851	July 1, 1889	53	23 77	226	24.46									
64,611	July 1, 1885	205	29.08	6	25.21	6	84,695	67.87	2	55 · 4	8 7	4	2	(4)
790	July 1, 1889	661	26.52	632	30.40	6	35,182	209.42	1	24 10	8 9	1	1	1
11,963	July 1, 1889	A	35.19	86	33	7	170,141	116.53	2	55 0	8 8	4	3	[6]17
15,606	July 1, 1889	A	33.99	86	34.96									
13,103	July 1, 1885	A	32.19	86	30.58									
64,611	July 1, 1885	A	33.79	86	32.78									
66,641	July 1, 1889	3	34	14	36.75	6	146,746	117.58	1	55 0	8 8	4	6	[10]100
		75	39.71	46	39.71						(12)	4	1	
		55	29	84	33.81	14	343,348	.....	[1	55 0	8 8	4	9	
									[1	60 1	8 11			
89,496	July 1, 1889	3	37.18	14	36.35	.....	.....	.....	1	54	8 8			
		75	39.34	46	39.52									
		55	33.64	84	33.78	.....	.....	.....	[1	54 6	8 8			
									[1	60 1	8 11			
									[21	60 0	9 0	4	2	
8,109	July 1, 1889	54	23.20	33	28.15	6	119,208	95.52	1	30 0	8 8	4	2	[13]18
		34	28.92	35	26.95	6	119,208	.....	1	17 0	8 8			
4,362	July 1, 1885	54	28.89	33	31.78	.....	.....	.....	1	31 11	8 8			
		34	28.51	35	31.76	.....	.....	.....	1	16 11	8 5			
									[1	17 6	6 2			
6,909	July 1, 1885	54	25.87	33	26.11	.....	.....	.....	2 [1	15 10	8 9			
		34	26.59	35	29.61	.....	.....	.....	[1	15 0	6 6			
									1	18 0	6 6			
14,136	July 1, 1889	53	25.02	118	32.16	6	66,493	106.56	1	20 6	9 2	4	2	[14]10
		191	33.78	270	24.12	6	66,493	.....	1	20 6	9 2			
3,310	July 1, 1889	53	24.30	118	34.63	.....	.....	.....	[21	21 5	8 7			
		191	33.78	270	26.64									
3,821	July 1, 1889	53	24.43	118	23.92									
		191	26.60	270	22.66									
253	July 1, 1889	3	20.38	4	15.43	6	23,749	76.12	1	7 5	6 10	1	1	1
									[17]1	9 0	6 11			
290	July 1, 1889	51	29.25	52	28.53	6	24,336	78	1	24 0	10 0	1	1	1
									1	20 0	10 0			
1,322	July 1, 1886	12	23.66	11	23.96	7	203,328	133.94	[19]3	40 0	8 9	6	1	[20]9
2,863	July 1, 1887	12	19.11	11	26.05	.....	.....	.....	.....	.....	.....	.....	.....	9
4,486	July 1, 1887	4	26.14	3	23.96									
5,586	July 1, 1887	4	25.65	3	25.65									
4,987	July 1, 1887	4	19.35	3	19.35									

and Shelburne Falls, Mass.; daily average, 71.67 miles.

[14] Two clerks as transfer clerks, Boston, Mass.

[17] Balance of route covered by closed-pouch service between Middleborough and Newport (38.16 miles). (See Table C°.)

[21] Balance of route covered by closed-pouch service between Wellfleet and Provincetown (14.36 miles). (See Table C°.) One clerk detailed to this line from Boston, Springfield and N. Y. R. P. O., as short-stop. Shown in column 17, Boston, Springfield and N. Y. R. P. O.

[27] In reserve.

[28] Clerks run to Gretna, Manitoba, which is about 1 mile from Neche, Dak. Boundary Line (n. o.), Dak., is on a line about half way between Neche, Dak., and Gretna, Man. Reported last year on routes 26035, 26004, 26040, and (10.68 miles) on route 26006, increasing distance 10.02 miles.

[19] Forty-foot cars authorized between Barnesville and St. Paul, Minn.

[20] One acting clerk additional; 1 clerk detailed to transfer duty at St. Paul, Minn; 2 helpers between St. Paul and Fergus Falls, Minn., and in depot at St. Paul; 2 helpers between Neche and Fargo, Dak.

[21] Balance of route covered by Barnesville, Minn., and Minot, Dak., R. P. O. (80.49 miles) and St. Vincent and Crookston, Minn., R. P. O. (89.83 miles).

[22] Distance (10.68 miles) covered by Fargo, Dak., Willmar and St. Paul, Minn., R. P. O.

TABLE A[a].—*Statement of railway post-offices in oper*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company.)	Number of route.	Miles of route for which
		Miles.			
Bound Brook, N. J., and Philadelphia, Pa.	2	59.96	Bound Brook, N. J., Jenkintown, Pa. (P. and R.).	8103	4
			Jenkintown, Philadelphia, Pa. (P. and R.).	8004 (part)	
Bowie and Pope's Creek, Md...	3	49.14	Bowie, Pope's Creek, Md. (Balto and Potomac).	19014	4
Bowling Green, Ky., and Memphis, Tenn.	5	263.60	Bowling Green, Ky., Memphis, Tenn. (Louis. and Nash.).	20008	2
Boykins, Va., and Lewiston, N. C.	3	35.45	Boykins, Va., Lewiston, N. C. (R. and T. R.).	13033	3
Branch Junction and Pittsburgh, Pa.	2	70.86	Branch Junction, Blairsville, Pa. (Penn.)..	8042 (part)	
			Blairsville, Allegheny, Pa. (Penna.)	8039	6
Branchville and Waterloo, N. J.	2	22.02	Branchville, Branchville Junction, N. J. (Sussex).	7048	
			Branchville Junction, Waterloo, N. J. (Sussex).	7025 (part)	[7]
Brattleborough, Vt., and Palmer, Mass.	1	56.33	Brattleborough, Vt., Palmer, Mass. (Cen. Vt., N. L., N. Div.).	[10] 3062 (part)	5
Breckenridge, Minn., and Aberdeen, Dak.[11]	10	136.78	Breckenridge, Tintah Junction (n. o.), Minn. (St. P., Minn. and Man.).	28006 (part)	6
			Tintah Junction (n. o.), Minn., Aberdeen, Dak. (St. P., Minn. and Man.).	35027	11
Bremer and Hampton, Iowa ...	6	47.52	Bremer, Hampton, Iowa (Chi., St. P. and K. City).	[12] 27051 (part)	4
Bremond and Albany, Tex.....	11	[14] 230.89	Bremond, Albany, Tex. (H. and T. C.).....	31005	2
Brewster and New York, N. Y..	2	62.19	Brewster, New York, N. Y. (N. Y. and N.).	6017	5
Bristol and Chattanooga, Tenn..	3	242.37	Bristol, Chattanooga, Tenn. (E. Tenn., Va. and Ga.).	19002	2
Bristol, Tenn., and Clinchport, Va.	3	43.84	Bristol, Tenn., Clinchport, Va. (So. At. and Ohio).	11040	4
Bristol and Madison, Dak.....	10	103.34	Bristol, Madison, Dak. (Chi., Mil. and St. Paul).	35033	10
Brunswick and Waycross, Ga..	4	60.27	Brunswick, Waycross, Ga. (B. and W. R. R.).	15023 (part)	6
Buda and Canton, Ill...	6	64.49	Buda, Elmwood, Ill. (Chi., Bur. and Qcy.).	23072	4
			Elmwood, Yates City, Ill. (Chi., Bur. and Qcy.).	23009 (part)	6
			Yates City, Canton, Ill. (Chi., Bur. and Qcy.).	23008 (part)	6
Buffalo, N. Y., and Bradford, Pa.	2	79.17	Buffalo, N. Y., Bradford, Pa. (B., R. and P.).	6130	4
Buffalo, N. Y., and Emporium, Pa.	2	121.55	Buffalo, N. Y., Emporium, Pa. (W. N. Y. and Pa.).	6058	1
Buffalo and Jamestown, N. Y..	2	68.79	Buffalo, Jamestown, N. Y. (N. Y., L. E. and W.).	6091	6
Buffalo, N. Y., and Pittsburgh, Pa.	2	273.10	Buffalo, N. Y., Corry, Pa. (W. N. Y. and P.)	6061	9
			Corry, Oil City, Pa. (W. N. Y. and P.).....	8025 (part)	[8]
			Oil City, Pittsburgh, Pa. (A. V.)	8041	1

[1] 10.10 miles covered by Bethlehem and Philadelphia R. P. O.
[2] Car and clerk shown on route 8103.
[3] One clerk detailed to transfer duty at Milan, Tenn. Four additional clerks appointed to be assigned to night service in apartment cars, not yet established.
[4] 2.80 miles covered by Indiana and Branch Junction R. P. O.
[5] Car and clerk shown on route 8042.
[6] In reserve.
[7] 8.63 miles covered by closed-pouch service. (See Table C[c].)
[8] Cars and clerks shown on route 7048.
[9] Short run between Waterloo and Newton, miles.
[10] Balance of route covered by Palmer and London R. P. O. (65.11 miles).
[11] Clerks run between Aberdeen and Ludger Dak. (82.02 miles), and return, supplying gerwood, Dak., to Breckenridge, Minn. miles), by closed pouches.
[12] Distance (17.47 miles) covered by Fargo, Willmar and St. Paul, Minn., R. P. O.
[13] Balance of route, Sumner to Bremer, Iowa miles), covered by closed pouches. Table C[c].)

ited States on June 30, 1889—Continued.

Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	Train No. outward.	Av'gespeed (miles).	Train No. inward.	Av'gespeed (miles).					Length.	Width.			
									Ft. In.	*Ft. In.*			
uly 1, 1887	52	18.71	51	20.04	6	103,397	110.38	1	20 0	8 9	3	1	3
uly 1, 1884	31	12.4	30	17.3	6	98,080	157.18	1	25 9	8 4	2	1	2
	33	17.6	32	15.3	6	.....	.....	1	15 6	8 4			
uly 1, 1888	106	26.40	105	26.40	[12]12	135,795	145.08	[24]	14 0	9 0	3	1	3
	104	26.40	107	26.88									
uly 1, 1888	106	26.04	105	26.04	12								
	104	26.04	107	26.04									
uly 1, 1889	2	24	1	24	6	21,509	68.94	1	8 9	7 0	1	1	1
								[21]	6 10	6 0			
uly 1, 1887	63	25.91	64	24.47	7	41,931	114.88	1	15 4	8 8	1	1	1
uly 1, 1887	63	22.19	64	22.19	7								
uly 1, 1889	5	25.08	2	26.16	6	31,306	100.34	[22]	5 9	6 0	1	1	1
uly 1, 1889	10	25.15	9	28.62	6	43,162	[23]92.23	1	15 0	8 6	1	1	1
uly 1, 1889	4	26.59	1	24.06	6	74,106	118.76	[23]	16 0	9 0	2	1	2
uly 1, 1889	4	28.94	1	25.28	6	.....	.....	([3])	.....	.....	([3])		
uly 1, 1889	3	21.95	4	20.41	6	15,924	51.04	1	10 0	6 9	1	1	1
uly 1, 1888	41	20.76	42	20.76	6	30,227	96.88	1	14 0	7 8	1	1	1
uly 1, 1889	1	17.38	2	17.38	6	40,571	187.78	1	12 0	6 10	1	1	1
								1	[12]15 0	7 0			
uly 1, 1885	6	21.33	5	20.05	6	10,895	104.76	1	10 3	6 8	1	1	1
	10	23.80	9	20.05	6	[12]10,895	.....	1	10 6	6 8			
	24	20.05	13	20.05	6	10,895							
uly 1, 1888	1	12.60	2	12.84	6	35,350	113.30	1	7 10	5 8	1	1	1
uly 1, 1885	9	26.08	6	22.20	6	20,160	64.68	1	9 9	6 7	1	1	1
								[12]1	9 5	6 7			
uly 1, 1885	9	22.05	6	22.23	6	.....	.....	([15])	.....	.....	([15])		
uly 1, 1887	15	25.20	16	31.50	6	62,899	100.80	[3]	12 2	7 5	2	1	2
uly 1, 1887	15	15.41	16	27.08									
uly 1, 1887	15	23.14	16	23.14									
une 8, 1888	15	20.97	16	24.90									
uly 1, 1884	1	13.4	2	14.6	6	89,856	144	2	8 0	8 0	2	1	2
								1	7 0	6 0			
uly 1, 1888	4	19.2	3	19.2	6			[18]1	5 6	6 6			
uly 1, 1884	2	21.82	1	20	6	62,856	134.31	[19]2	12 0	7 0	1	1	[19]1
uly 1, 1889	15	24.18	8	22.80	6	24,405	78.22	1	10 4	7 0	1	1	1
								[12]1	15 0	9 8			
uly 1, 1886	9	16.68	8	16.28	6	54,494	87.25	[20]2	9 0	5 6	2	1	2
uly 1, 1887	5	24.60	6	22.54	7	197,662	135.38	([22])	.....	.....	4	2	[23]19
	3	25.16	4	34.49	7	197,662	135.38	.....	.....	.....	4	2	
une 14, 1888	3	25.71	2	23.84	6	188,142	120.60	1	24 6	9 4	5	1	5
								1	20 2	9 4			

s covered by closed-pouch service. (See C°.)

l clerks shown on route 8052.

) (4.20 miles) covered by Cedar Rapids ouncil Bluffs, Iowa, R. P. O.

of route (64.57 miles) covered by Des s and Sioux City, Iowa, R. P. O.

rve car.

held in reserve. This clerk has relief third week by clerk appointed to the aginaw and Port Huron R. P. O.

[20] This line was reported last year as Ingrams and San Francisco. 1 reserve car.

[21] Balance of route (219.40 miles) covered by Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.

[22] Cars run through from Chicago, Ill., to Union Pacific Transfer, Iowa, covering Chicago, Ill., and Cedar Rapids, Iowa, and Cedar Rapids and Council Bluffs, Iowa, R. P. O.

[23] Two clerks detailed to transfer duty at Council Bluffs, Iowa. One helper between Carroll and Ames (69.5 miles) five days each week.

TABLE A[a].—*Statement of railway post-offices in operati*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Bureau and Peoria, Ill	6	47.03	Bureau, Peoria, Ill. (Chi., R. Isl'd and Pac.)	23016	47.1
Burlington, Iowa, and Carrollton, Mo.	6	220.57	Burlington, Iowa, Carrollton, Mo. (Chi., Bur. and K. City).	27008	220.5
Burlington and Council Bluffs, Iowa.	6	294.00	Burlington, U. P. Transfer, Iowa (Chi., Bur. and Qcy.).	27005	294
Burlington and Oskaloosa, Iowa.	6	105.00	Burlington, Winfield, Iowa (Burl. and No. West.).	[2]27035 (part)	34.0
			Winfield, Oskaloosa, Iowa (Burl. and West.)	27062	71.2
Burlington, Iowa, and Quincy, Ill.	6	72.00	Burlington, Iowa, Quincy, Ill. (Chi. Bur. and Qcy.).	23011	72.0
Burlington, Iowa, and St. Louis, Mo.	6	214.19	Burlington, Keokuk, Iowa, (Chi., Bur. and Qcy.).	27011	43.2
			Keokuk, Iowa, St. Peters, Mo. (St. L., Keo. and No. West.).	[2]28018 (part)	138.4
			St. Peters, St. Louis, Mo. (St. L., Keo. and No. West.).	28008	32.4
Burnet and Austin, Tex	11	60.72	Burnet, Austin, Tex. (A. and N. W.)	31038	60.7
Butler and Freeport, Pa	2	21.46	Butler, Freeport, Pa. (Penna.)	8052	21.4
Butler, Mo., and Madison, Kans	7	109.81	Butler, Mo., Le Roy, Kans. (St. L. and K.)	33045	73.3
			Le Roy, Madison, Kans. (Interstate)	33090	28.3
Butte, Mont., and Ogden, Utah[8]	8	416.95	Ogden, Utah, Silver Bow, Mont. (Utah and Northern R. R.).	41003	408.0
			Silver Bow, Butte, Mont. (Mont. U. R. R.)	36009	8.9
Cadillac, Mich., and Ft. Wayne Ind.[9]	9	240.76	Cadillac, Mich., Ft. Wayne, Ind. (G. R. and I.).	24018	240.7
Cadillac, Mich., and Toledo, Ohio.[13]	9	236.39	Cadillac, Mt. Pleasant, Mich. (T., A. A. and N. M.).	24065 (part)	64.5 (14)
			Mt. Pleasant, Mich., Toledo, Ohio. (T., A. A. and N. M.).	24020	170.1
Cairo, Ill., and Mobile, Ala	4	.....	Cairo, Ill., Mobile, Ala. (Mob. and Ohio R. R.).	18004	495.5
North Division	...	262.72	.....	.....	.....
South Division	..,	233.15	.....	.....	.....
Cairo, Ill., and New Orleans, La.	4	368.46	Cairo, Ill., and New Orleans, La. (Ill. Cent. R. R.).	18001	559.1
North Division	...	.....	.....	.....	.....
South Division	..	184.12	.....	.....	.....
Cairo, Ill., and Poplar Bluff, Mo.	7	74.87	Cairo, Ill., Poplar Bluff, Mo. (St. L., I. M. and S.).	28027	74.8
Cairo, Ill., and Texarkana, Ark.[15]	11	422.47	Bird's Point, Mo., Texarkana, Ark. (St. L., Ark. and Tex.).	28051	417.9
Caledonia and Spring Valley, Ill.	6	85.74	Caledonia, Spring Valley, Ill. (Chi. and No. West.).	23087	86.2
Calistoga and Vallejo Junction, Cal.	8	43.88	Calistoga, Vallejo Junction, Cal. (California Pacific R. R.).	46008	43.8
Calmar, Iowa, and Chamberlain, Dak.	6	399.02	Calmar, Iowa, Marion, Dak. (Chi., Mil. and St. P.).	[10]27025 (part)	287.6
			Marion, Chamberlain, Dak. (Chi., Mil. and St. P.).	35007	111.0

[1] Reserve.
[2] Cars run through from Chicago, Ill., to U. P. Transfer, Iowa, covering Chicago, Ill., and Burlington, Iowa, and Burlington and Council Bluffs, Iowa, R. P. O.s.
[3] One clerk detailed as chief clerk and one as assistant to chief clerk at Burlington, Iowa.
[4] Balance of route, Winfield to Washington, Iowa (18.57 miles), covered by closed pouches. (See Table C[a].)
[5] One helper between Burlington, Iowa, and Hannibal, Mo. (101 miles), and one helper between Ashburn and St. Louis, Mo. (96 miles).
[6] Balance of route (50.86 miles) covered by Mt. Pleasant and Keokuk, Iowa, R. P. O.
[7] Double daily service except Sunday.
[8] Narrow gauge, Ogden, Utah, to Pocatella, Idaho; standard gauge Pocatella, Idaho, to Butte City, Mont.; Garrison and Butte City R. P. O. perform service over route 36009, reported by 10th division. One reserve car.
[9] In connection with the Grand Rapids and Cincinnati and Mackinaw City and Grand Rapids R. P. O.'s gives double service between Cadillac, Mich., and Ft. Wayne, Ind. (240 miles), daily except Sunday.

d States on June 30, 1889—Continued.

ate of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	Train No. outward.	Av'geaped (miles).	Train No. inward.	Av'geaped (miles).					Length.	Width.			
									Ft. In.	Ft. In.			
uly 1, 1887	1	27. 90	2	27. 90	6	29, 347	94. 06	1	20 0	9 4	1	1	1
uly 1, 1887	1	23. 57	2	22	6	137, 636	110. 28	1	14 6	7 7	4	1	4
								1	13 9	9 4½			
								[11]	9 10	6 8			
uly 1, 1889	7	32. 97	4	28. 52	7	214, 620	147	(9)	.....	.....	4	5	[22]4
			2	32. 47									
	5	25. 04	3	34. 25	7	214, 620	147	.....	.....	.....	4	3	
uly 1, 1887	1	21. 47	2	21. 34	6	65, 520	105	2	11 9	5 3	2	1	2
uly 1, 1887	1	23. 76	2	22. 52									
uly 1, 1887	181	19. 63	182	19. 20	6	44, 928	144. 00	1	13 3½	7 2	1	1	1
uly 1, 1887	[23] 71	28. 67	74	25. 80	6	133, 654	107. 09	1	24 8	8 11½	4	1	[24]6
uly 1, 1887	1	21. 78	2	20. 44	.....	.....	.....	1	23 11½	9 0½			
uly 1, 1889	1	24. 15	2	25. 76									
uly 1, 1886	1	17	2	16	6	37, 889	121. 44	1	14 0	7 4	1	1	1
uly 1, 1889	71	25. 24	10	25. 72	6	[25]13, 391	85. 84	1	5 6	8 6	1	1	1
	13	22. 58	72	22. 86	6	13, 391							
uly 1, 1886	343	9. 29	344	9. 40	6	68, 521	109. 81	2	16 4	6 10	2	1	2
uly 1, 1889	343	10. 28	344	10. 28	6								
ug. 15, 1888	601	25. 50	602	23. 96	7	304, 374	138. 96	2	40 0	7 5½	6	1	6
								3	52 0	8 11			
	601	22. 84	602	22. 84		150, 234	120. 38	2	22 0	8 10	4	1	[26]
uly 1, 1884	8	19. 20	7	18. 11	6								
uly 1, 1889	1	25. 02	2	23. 30	6								
uly 1, 1888	1	26. 78	2	25. 26	6	147, 507	118. 19	2	16 5	9 2	4	1	4
uly 1, 1888	5	19. 8	6	19. 8	7	191, 785	131. 36	.....	.....	.....	4	2	15
.....	.....	.....	.....	.....	.....	.....	.....	5	21 6	8 10	.....	.....	[27]
.....	.....	.....	.....	.....	.....	170, 199	116. 15	[14]	.....	.....	4	1	
uly 1, 1888	1	24. 4	2	22. 6	7	537, 951	[15]147. 58	1	56 9	9 2	6	2	31
							[16]122 32	1	48 6	9 5	5	2	[28]
.....	3	25. 1	4	26. 2	7	268, 815	122. 75	1	45 7	9 5	6	1	
								1	50 0	9 2			
.....	.....	.....	.....	.....	.....	.....	.....	1	24 6	9 2			
								2	20 6	9 0			
uly 1, 1887	801	18. 72	802	21. 91	7	54, 655	74. 87	1	15 8½	9 3½	2	1	2
uly 1, 1887	1	19. 14	2	20. 22	7	308, 403	120. 70	5	23 6	8 0	7	1	7
								5	24 6	9 0			
								3	22 2	9 3			
uly 1, 1887	127	22. 80	128	19. 84	6	53, 502	171. 48	1	12 0	7 5	1	1	1
uly 1, 1886	25	21. 72	26	19. 33	12	54, 762	175. 52	1	10 0	8 10	1	1	1
	27	21. 35	28	17. 91									
uly 1, 1887	3	22. 68	2	24. 05	6	125, 049	100. 20	2	26 2	9 3	[29]4	2	14
uly 1, 1886	1	23. 20	4	23. 20	6	123, 939	132. 41	2	26 2	9 2	[31]3	2	
	3	24. 28	2	21. 20									

appointed to the Mackinaw City and Ft. ne. (See Mackinaw City and Grand ds R. P. O.)

e of route (226 miles) covered by the kinaw City and Grand Rapids R. P. O. ct. 16, 1888, extending R. P. O. service on ine from Mt. Pleasant to Cadillac, Mich., asing distance 64.57 miles.

rs, South Div. 1 transfer clerk, Corinth,

re car.

on trains 3 and 4. 5 crews on trains 1 , North Div.

ars (40 feet) on trains Nos. 3 and 4.

[15] 1 chief clerk, New Orleans; 1 transfer clerk, Jackson, Tenn.; 1 transfer clerk, Jackson, Miss.

[16] This line is divided at Pine Bluff, Ark., into Cairo, Ill., and Pine Bluff, Ark., division (270.71 miles), and Pine Bluff, and Texarkana, Ark., division (151.76 miles). Clerks register at Cairo, Ill., 3 miles from Bird's Point, Mo.

[19] Balance of route (62.42 miles) covered by Marion and Running Water, Dak., R. P. O.

[29] East division, Calmar to Sanborn, Iowa.

[31] West division, Sanborn, Iowa, to Chamberlain, Dak.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Calmar and Davenport, Iowa..	6	165.70	Calmar, Davenport, Iowa (Chi., Mil. and St. P.).	27027	165.73
Camak and Macon, Ga.....	4	78.59	Camak, Macon, Ga. (Georgia R. R.)	15021	78.59
Cambridge City and Madison, Ind.	5	108.81	Cambridge City, Columbus, Ind. (Penna. Co.).	22011	62.73
			Columbus, Madison, Ind. (Penna. Co.).....	22006	45.58
Cambridge Junction and Burlington, Vt.	1	34.47	Cambridge Junction, Burlington, Vt. (Burl. and Lam.).	2014	34.40
Cameron, Mo., and Atchison, Kans.	7	57.44	Cameron, St. Joseph, Mo. (H. and St. Jo.)..	[4]28005 (part)	36.71
			St. Joseph, Mo., Atchison, Kans. (H. and St. Jo.).	28030	22.19
Canandaigua and Batavia, N. Y.	2	50.17	Canandaigua, Batavia, N. Y. (N. Y. C. and H. R.).	6014 (part)	[5]50.62
Canandaigua and Elmira, N. Y.	2	69.17	Canandaigua, Elmira, N. Y. (Nor. Central)	6063	69.90
Canastota and Elmira, N. Y....	2	118.76	Canastota, Cortland, N. Y. (Elm., Cort. and North.).	6080	49.27
			Cortland, Elmira, N. Y. (E. C. and N) ...	6075	70.91
Canton and Mechanic Falls, Me.	1	25.52	Canton, Mechanic Falls, Me. (Rum. Falls., Buck.).	19	25.52
Canton and Sherodsville, Ohio.	5	48.44	Canton, Sherodsville, Ohio, (Cleve. and Can.).	[9](part) [10]21009 (part)	50.52
Cape Girardeau and Hunter (n. o.), Mo.[11]	7	93.89	Cape Girardeau, Hunter (n. o.), Mo. (C. G. SW.).	28045	93.89
Carbondale and Scranton, Pa..	2	17.46	Carbondale, Scranton, Pa. (D. and H. C. Co.).	8018	17.45
Carey and Delphos, Ohio.....	5	56.65	Cary, Delphos, Ohio (Cleve. and West)...	21081	56.58
Carlisle and Gettysburgh, Pa...	2	32.34	Carlisle, Hunter's Run, Pa. (Gettys. and Harris).	8052 (part)	[14]10
			Hunter's Run, Gettysburgh, Pa. (Gettys. and Harris.).	8155	22.79
Carroll and Moville, Iowa.....	6	100.80	Carroll, Maple River, Iowa (Chi. and No. West.).	23003 (part)	([16])
			Maple River, Wall Lake, Iowa (Chi. and No. West.).	[15]27038 (part)	16.70
			Wall Lake, Sac City, Iowa (Chic. and No. West.).	27050	14.13
			Sac City, Moville, Iowa (Chi. and No. West.).	27089	67.41
Cartersville, Ga., and Talladega, Ala.	4	144	Cartersville, Ga., and Pell City, Ala. (E. and W. of Ala.).	15020	118.55
			Pell City, Talladega, Ala. (Tal. and C. V. R. R.).	17030	25.96
Caseville and Pontiac, Mich...	9	100.73	Caseville, Pontiac, Mich. (P. O. and Pt. A.)	24064	100.91
Cayuga and Ithaca, N. Y.....	2	39.11	Cayuga, Ithaca, N. Y. (G. I. and S.).....	6089	38.97
Cazadero and San Francisco, Cal.[20]	8	87.25	Cazadero, San Francisco, Cal. (North Pacific Coast R. R.).	46016	87
Cedar Rapids and Council Bluffs, Iowa.	6	270.77	Cedar Rapids, Union Pacific Transfer (n. o), Iowa (Chi. and No. West.).	[21]23003 (part)	270.50
Cedar Rapids, Iowa, and Kansas City, Mo.	6	301.51	Cedar Rapids, Iowa, Kansas City, Mo. (Chi., Mil. and St. P.).	27047	300.61

[1] Clerks make two round trips daily, except Sunday.
[2] Two cars in reserve.
[3] Reserve car.
[4] 170.84 miles of route 28005 between Quincy, Ill., and Cameron, Mo., covered by Quincy, Ill., and Kansas City, Mo. R. P. O.
[5] 36 miles covered by Batavia and Buffalo R. P. O.
[6] One car in reserve.
[7] Clerk alternates with Elmira and Williamsport R. P. O.
[8] Cars and clerks shown on route 6080.
[9] Balance of route covered by closed-pouch service between Canton and Gilbertville (1.93 miles). (See Table C[c].)
[10] Balance of line (60 miles) shown on Cleveland and Coshocton R. P. O.
[11] Reported last year as Cape Girardeau and Chaonia, Mo., R. P. O.; increased distance 35.42 miles; extended to Williamsville, Mo., January 28, and again to Hunter (n. o.), Mo., June 24, 1889.
[12] In reserve.
[13] Triple daily service, except Sunday.

ted States on *June* 30, 1889—Continued.

Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	Train No. outward.	Av. speed (miles).	Train No. inward.	Av. speed (miles).					Length.	Width.			
									Ft. In.	Ft. In.			
July 1, 1887	7	27.88	6	27.99	6	295,464	124.76	2	30 3½	9 4	[13]	1	[29]
July 1, 1887	7	26.07	6	26.71									
	1	.....	2										
July 1, 1887	1	27.15	2	27.60	.....	.....	143.18	2	30 4	9 5	[24]	1	
								[22]	15 0	7 6			
July 1, 1887	1	27.23	2	27.23	.....	.....	.....	[21]	30 3½	5 4			
								[21]	21 4	9 4			
.....	1	28.57	2	25									
July 1, 1889	5	27.91	6	28.23	7	151,475	103.75	3	60 1	9 3½	4	4	[30]
	7	38.21	2	33.60	7	151,475	103.75	[28]	60 1	9 3½	4	7	
								[27]	60 1	9 3½			
								[11]	40 1½	8 11½			
July 1, 1887	3	25.76	4	33.69	7	160,892	110.20	[32]	0	9 5	4	3	[31]
	5	25.51	6	24.33	7	160,892	110.20	[24]	50 0	9 5	4	3	
July 1, 1887	1	23.81	2	23.81	6	157,847	126.48	2	44 4½	9 0	4	2	[36]
	3	28	4	21.45	7	184,661	126.48	2	50 0	9 0	4	3	
July 1, 1887	4	29.10	1	28.86	[37]	196,582	153.58	3	50 0	9 0	[19]	4	[34]
	2	25.74	3	23.94	7	224,227	.....	[12]	60 0	9 5	[24]	6	
July 1, 1888	4	32.46	1	32.34	7								
	2	25.98	3	23.88	7								
July 1, 1888	4	27	1	30.48	7								
	2	25.08	3	29.88	7								
July 1, 1888	4	33.46	1	30.42	7								
	2	32.58	3	29.40	7								
July 1, 1887	5	26.43	4	24	6	178,963	143.40	1	24 5	9 2½	4	1	[26]
July 1, 1884	5	33.43	4	26	.....	.....	.....	1	21 9	9 4			
July 1, 1887	5	26.21	4	28.40	.....	.....	.....	[11]	24 10	9 7½			
July 1, 1889	3	27	4	26.39	6	105,007	112.19	2	25 0	9 5	3	1	3
Mar. 11, 1884	13	24.67	14	27.75	6	74,318	119.10	2	8 10	8 4	2	1	2
July 1, 1887	1	23.14	2	30.37	.....	.....	.....	[27]	40 1½	8 11½			
July 1, 1889	5	23.60	6	23.60	6	148,262	118.72	2	26 3	9 4	4	1	[25]
								[14]	24 0	9 3			
								[11]	26 3	9 4			
July 1, 1887	49	24.20	50	25.92	6	118,385	126.48	[23]	50 0	9 5	3	3	[33]
July 1, 1887	2	25.80	1	25.80									
.....	6	26.31	3	25.84	0	115,253	123.13	2	44 ½	9 0	3	2	6
July 1, 1887	6	25.01	3	24.28									
July 1, 1888	5	29.50	6	29.28	[36]	202,525	162.28	[23]	50 0	9 0	4	2	16
	3	29.04	4	28.50	[37]	236,929	.....	[23]	20 0	9 0	4	2	

[13] ers, 1 as stenographer, and 1 in charge of itory at office superintendent, Chicago, Ill.

[14] d by lines of sixth division (55.87 miles).

[15] as to Sunday, May 12, 1889, day line trains 4 ran daily except Sunday; on and after date daily.

[16] e 4 crews; 4 clerks to a crew.

[17] rk detailed to clerical duty in office of su- tendent, Cincinnati, Ohio.

[18] r in reserve.

[19] line 4 crews; 6 clerks to a crew.

[20] e of route covered by Bement and Effing- Ill., R. P. O. (52.50 miles), and between away and Allamont, Ill. (10.54 miles) by d pouches. (See Table C[c].)

[21] lper between Bement, Ill., and St. Louis, 134.50 miles), four days each week. One detailed to transfer duty at East St. s, Ill.

[22] ce (12.50 miles) covered by La Fayette, and Quincy, Ill., R. P. O.

[23] Distance (37 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O. Clerks act as helpers to Chicago and Streator, Ill., R. P. O., between Chicago and Aurora, Ill.

[24] Whole car. Reserve.

[25] Balance of route (218 miles) covered by Fort Madison, Iowa, and Kansas City, Mo., R. P. O.

[26] One clerk detailed to clerical duty at office of superintendent, Chicago, Ill.

[27] One clerk detailed to transfer duty at Chicago, Ill., and one at Dubuque, Iowa. One clerk detailed to clerical duty and one as porter at office superintendent, Chicago, Ill.

[28] Distance (68.80 miles) covered by Dubuque, Iowa, and Mendota, Ill., R. P. O.

[29] One line R. P. O. cars 40 feet in length placed on night line August 5, 1888; mail apartment car service on day line.

[30] Day line.

[31] Night line.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Cedar Rapids, Iowa, and Watertown, Dak.	6	400.33	Cedar Rapids, Iowa, Watertown, Dak. (Bur., C. Rap. and North.).	27003	399.68
Centralia and Cairo, Ill	6	112.79	Centralia, Cairo, Ill. (Ill. Central)	[5]23020 (part)	113.43
Chadron, Nebr., and Glenrock, Wyo.	6	169.88	Chadron, Nebr., Douglas, Wyo. (Fre., Elk. and Mo. Vall.).	34035	140.36
			Douglas, Glenrock, Wyo. (Fre., Elk. and Mo. Vall.).	[6]37003 (part)	30.30
Chanute and Longton, Kans.	7	45.13	Chanute, Longton, Kans. (C. K. and W.)	33066	45.13
Chambersburgh and Richmond Furnace, Pa.	2	31.35	Chambersburgh, South Penn Junction, Pa. (Cumb. Valley).	8036 (part)	([7])
			South Penn Junction, Richmond Furnace, Pa. (Cumb. Valley).	8071	12.38
			Mercersburgh, Mercersburgh Junction, Pa. (Cumb. Valley).	8145	2.64
Champaign and Havana, Ill.	6	101.07	Champaign, Havana, Ill. (Ill. Central)	23029	101.64
Charleston, S. C., and Augusta, Ga.	4	139.22	Charleston, Branchville, S. C. (S. C. R. R.).	14003	([11])
			Branchville, S. C., Augusta, Ga. (S. C. R. R.)	14017	75.14
Charlotte, N. C., and Atlanta, Ga.	4	268.24	Charlotte, N. C., Atlanta, Ga. (Rich. and Dan. R. R.).	15001	268.24
Charlotte, N. C., and Augusta, Ga.	4	192	Charlotte, N. C., Augusta, Ga. (Rich. and Dan. R. R.).	13007	191.55
Chatham and New York, N. Y.	2	130.44	Chatham, New York, N. Y. (N. Y. C. and H. R.).	6022	130.98
Chattanooga, Tenn., and Atlanta, Ga.	4	138.34	Chattanooga, Tenn., Atlanta, Ga. (West. and Atlantic R. R.).	15002	138.34
Chattanooga, Tenn., and Carrollton, Ga.	4	138	Chattanooga, Tenn., Carrollton, Ga. (Chatt. R. and Col. R. R.).	15057	138
Chattanooga and Memphis, Tenn.	5	310.75	Chattanooga, Memphis, Tenn. (Mem. and Char.).	17005	311.39
Chattanooga, Tenn., and Meridian, Miss.	4	295.60	Chattanooga, Tenn., Meridian, Miss. (A. G. S. R. R.).	17015	295.60
Chattanooga, Tenn., Rome and Atlanta, Ga.	4	153.49	Chattanooga, Ooltewah, Tenn. (E. T., V. and G.).	19002	([12])
			Ooltewah, Tenn., Cohutta, Ga. (E. T., V. and Ga. R. R.).	19011	11.54
			Cohutta, Rome, Ga. (E. T., V. and Ga.)	17010	([13])
			Rome, Atlanta, Ga. (E. T., V. and Ga.)	15013 (part)	[14]74.27
Cherokee and Onawa, Iowa	6	61.18	Cherokee, Onawa, Iowa (Cher. and Dak.)	27099	61.18
Cherokee, Iowa, and Sioux Falls, Dak.	6	97.07	Cherokee, Iowa, Sioux Falls, Dak. (Cher. and Dak.).	27100	97.07
Cheyenne, Wyo., and Denver, Colo.	7	107.39	Cheyenne, Wyo., Denver, Colo. (U. P.)	[9]38007	107.39

[1] East Division, Cedar Rapids to Estherville, Iowa.
[2] One clerk detailed to transfer duty at Cedar Rapids, Iowa.
[3] Two of these cars in reserve.
[4] West Division, Estherville, Iowa, to Watertown, Dak.
[5] Balance of route (252.10 miles) covered by Chicago and Centralia, Ill., R. P. O.
[6] Balance of route, Glenrock to Caspar, Wyo. (24.16 miles), covered by closed pouches. (See Table C[a].)
[7] Clerk is appointed to Kansas City, Mo., and Wellington, Kans., R. P. O.
[8] 7.10 miles covered by Harrisburg and Martinsburgh R. P. O.
[9] Cars and clerks shown on route 8030.
[10] Reserve.
[11] Reported as Columbia and Charleston R P. O.
[12] Cars used also by Columbia and Charleston.
[13] Short run Augusta to Branchville on trains 2 and 3.
[14] See Washington and Charlotte R. P. O.

he *United States on June* 30, 1889—Continued.

...wole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules). Train No. outward.	Av'ge speed (miles).	Train No. inward.	Av'ge speed (miles).	Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures). Length.	Width.	Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
s.										*Ft. In.*	*Ft. In.*			
976	July 1, 1887	61	25.09	62	27.29	6	129,368	103.66	2	22 0	9 1	[14]	1	[28]
		63	17	61	18.93	6	120,438	128.67	[24]	19 10	9 1	[13]	1	
		71	.....	72										
499	July 1, 1887	5	23.38	2	20	6	70,381	112.79	1	27 6	9 0	2	2	4
461	Oct. 1, 1886	91	15.94	92	16.14	6	106,005	169.88	2	14 0	9 3	2	1	2
194	July 1, 1889	91	17.52	92	12.51									
174	Feb. 21, 1887	201	24.61	202	25.78	7	32,945	90.26	1	23 5	9 3½	1	1	(7)
942	July 1, 1885	41	28.44	42	23.66	6	19,562	62.70	1	15 0	8 7	1	1	1
757	July 1, 1889	41	22.80	42	15.50	6	.....	.....	(9)	.....	.....	(9)		
781	July 1, 1889	41	26.04	42	15.84	6	.....	.....	(9)	.....	.....	(9)		
436	July 1, 1887	1	21.21	2	20.84	6	63,068	101.07	1	10 4	6 10½	2	1	2
									[10]1	9 9	6 11½			
182	July 1, 1888	1	29.5	4	32.6	7	101,631	139.22	.....	.....	.....	2	1	3
									5	18 0	8 11			
438	July 1, 1888	1	28	4	24.4	7	.....	.....	(12)	.....	.....			
		3	23.7	2	26.8	6	[13]47,186	[13]151.24	.....	.....	.....	1	1	
494	July 1, 1888	50	27.4	51	27.9	7	391,630	134.11	(14)	.....	.....	8	2	22
		52	27.9	53	28.7	7	.....	.....	.....	.....	.....	.....	.....	(15)
842	July 1, 1888	52	24.6	53	22.2	7	140,160	128	1	20 3	8 10	3	1	3
									1	22 10	8 11			
741	July 1, 1889	24	31.12	23	28.95	6	[16]81,395	152.18	1	20 0	8 4	3	1	5
		38	30.47	7	34.30	6	81,395	.....	1	20 0	8 4	2	1	
									[17]2	20 0	8 4			
922	July 1, 1888	2	25.8	1	27.2	7	302,965	118.58	5	50 0	9 0	7	2	26
		4	24.6	3	26.9	7	.....	.....	2	41 10	8 10	5	1	[18]
		20	27.6	11	25.8	7	.....	.....	(19)					
378	July 1, 1889	1	18	2	21.9	7	100,740	138	2	18 0	7 0	2	1	2
800	July 1, 1888	3	27	4	27	7	226,848	124.30	3	20 0	9 0	5	1	[20]11
588	July 1, 1888	1	30.8	2	30.8	7	431,576	147.80	[21]2	45 6	8 6	4	2	12
		5	21.4	6	26.9	7	.....	.....	1	42 10	9 2	4	1	
833	July 1, 1888	13	18.2	14	18.2	7	112,047	153.49	([23])	.....	.....	2	1	2
436	July 1, 1888	13	27.6	14	27.6	7								
002	July 1, 1888	13	32.4	14	30.4	7								
026	July 1, 1888	13	24.4	14	24.4	7								
222	Feb. 27, 1888	57	22.07	58	24.28	6	38,176	123.36	2	15 0	7 2½	1	1	1
428	July 1, 1889	2	25.22	1	24.18	6	60,572	194.14	1	15 0	7 2½	1	1	1
615	July 1, 1886	302	26.85	301	25.26	7	78,395	107.39	1	24 1	9 4	2	1	2
									1	24 2	9 4			
									1	[17]25 11	8 10			

ur helpers; one detailed as assistant chief clerk, Atlanta; one detailed to office of superintendent.

uble daily service except Sunday.

reserve.

ur detailed to office of superintendent; two ransfer clerks, Atlanta, Ga.

id as one line of 50-foot cars on trains 3 and 4; wo lines of 40-foot cars; one reserve car.

e clerk detailed to transfer duty at Chattaooga, Tenn. One clerk detailed to transfer luty at Grand Junction, Tenn. Two clerks letailed to transfer duty at Memphis, Tenn.

Two additional clerks appointed for night service in apartment cars—not yet established.

[21] Forty-foot postal cars on trains 5 and 6. (See Cincinnati and Chattanooga R. P. O.)

[22] Reported in Bristol and Chattanooga R. P. O.

[23] See Atlanta and Brunswick R. P. O.

[24] Reported in Cleveland and Selma R. P. O.

[25] Remainder of route (277.76 miles) covered by Atlanta and Brunswick R. P. O.

[26] Julesburgh and Denver, Colo., R. P. O.; also run over 46.92 miles of route 38007, between La Salle and Denver, Colo.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Chicago, Ill., Abbotsford, Wis., and Minneapolis, Minn.	10	473.50	Chicago, Ill., Rugby Junction, Wis. (Wis. Central).	23089	117.60
			Rugby Junction, Abbotsford, Wis. (Wis. Central).	[3]25017 (part)	185.54
			Abbotsford, Chippewa Falls, Wis. (Wis. Central).	[4]25026 (part)	55.10
			Chippewa Falls, Wis., St. Paul, Minn. (Wis. Central).	25061	104.63
			St. Paul, Minneapolis, Minn. (St. P., Minn. and Man.).	26006 (part)	([7])
Chicago, Ill., and Burlington, Iowa.	6	207.50	Chicago, Ill., Burlington, Iowa (Chi., Bur. and Qcy.).	23007	206
Chicago, Ill., and Cedar Rapids, Iowa.	6	220.40	Chicago, Ill., Cedar Rapids, Iowa (Chi. and No. West.).	[12]23063 (part)	219.40
Chicago and Centralia, Ill.	6	252.96	Chicago, Centralia, Ills. (Illinois Central).	[15]23020 (part)	252.10
Chicago, Ill., and Cincinnati, Ohio.	5	307.16	Chicago, Kankakee, Ill. (Ill. Cen.)	23020 (part)	([17])
			Kankakee, Ill., La Fayette, Ind. (Cin., La Fay. and Chic.).	22029	75.79
			La Fayette, Indianapolis, Ind. (Cin., Ind., St. L. and Chic.).	22005	64.91
			Indianapolis, Ind., Cincinnati, Ohio (Cin., Ind., St. L. and Chic.).	22003	111.40
Chicago, Decatur, Ill., and St. Louis, Mo.	6	286.80	Chicago, Bement, Ill. (Wabash)	[22]23066 (part)	152.80
			Bement, Decatur, Ill. (Wabash)	21019 (part)	([23])
			Decatur, Ill., St. Louis, Mo. (Wabash)	23023	113.86
Chicago, Dunbar, Ill., and Dubuque, Iowa.	6	168.28	Chicago, Ill., Dubuque, Iowa (Chi., St. P. and K. City).	23095	167.23
Chicago and Forreston, Ill.	6	119.10	Chicago, Aurora, Ill., (Chi., Bur. and Qcy.).	23007 (part)	([23])
			Aurora, Forreston, Ill. (Chi. and Iowa)	23036	81.60
Chicago, Ill., and Fort Madison, Iowa.	6	237.44	Chicago, Ill., Fort Madison, Iowa (Chi., S. Fé and Cal.).	[22]23098 (part)	236.82
Chicago, Freeport, Ill., and Dubuque, Iowa.	6	189.72	Chicago, Freeport, Ill. (Chi. and No. West.).	23002	121.30
			Freeport, Ill., Dubuque, Iowa (Ill. Central).	23021 (part)	([21])
Chicago, Irene, Ill., and Dubuque, Iowa.	6	184.70	Chicago, Freeport, Ill. (Illinois Central)	23105	114.44
			Freeport, Ill., Dubuque, Iowa (Illinois Central).	23021 (part)	([21])
Chicago, Ill., and Louisville, Ky.[24]	5	324.56	Louisville Junction (n. o.), Ind., Chicago, Ill. (Louis., N. Alb. and Chic.).	23008	322.10

[1] East division, Chicago, Ill., to Neenah, Wis.
[2] Two helpers between Neenah and Chippewa Falls, Wis.
[3] Balance of route covered by Ashland and Abbotsford, Wis., R. P. O. (133.10 miles), and between Milwaukee and Rugby Junction, Wis. (27.30 miles), by closed pouches. (See Table C[c].)
[4] Balance of route between Chippewa Falls and Eau Claire, Wis. (11.29 miles), covered by closed pouches. (See Table C[c].)
[5] West division Neenah, Wis., to Minneapolis, Minn.
[6] In reserve at Stevens' Point, Wis.
[7] Distance (10.68 miles) covered by Fargo, Dak., Willmar and St. Paul, Minn., R. P. O.
[8] Four helpers west on train 7, Chicago to Galesburgh, Ill., and deadhead back; 6 clerks detailed to transfer duty at Chicago, Ill.; 1 at Galesburgh, Ill.; and 2 at Burlington, Iowa; 1 clerk detailed as chief clerk of Chicago, Ill., and Omaha, Nebr., lines, and 1 clerk detailed to clerical duty at office of superintendent, Chicago, Ill.
[9] Two of these cars in reserve.
[10] Storage cars.
[11] Reserve.
[12] Balance of route (270.50 miles) covered by Cedar Rapids and Council Bluffs, Iowa, R. P. O.
[13] Cars run through between Chicago, Ill., and U. P. Transfer, Iowa, covering Cedar Rapids and Council Bluffs, Iowa, R. P. O.
[14] Two helpers west on train 5 from Chicago, Ill., to Stanwood, Iowa, and deadhead back on train 4; 2 clerks detailed to transfer duty at Chicago, Ill.; 3 clerks detailed to clerical duty at office of superintendent, Chicago, Ill.
[15] Balance of route (113.43 miles) covered by Centralia and Cairo, Ill., R. P. O.
[16] Two helpers on trains 1 and 2, between Chicago and Champaign, Ill.; 2 helpers on trains 3 and 4 between Chicago and Tolona, Ill.; 6 clerks detailed to transfer duty at Chicago, Ill., and 1 at Grand Crossing, Ill.; 3 clerks detailed as

ited States on June 30, 1889—Continued.

Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	Train No. outward.	Av'gespeed (miles).	Train No. inward.	Av'gespeed (miles).					Length.	Width.			
									Ft. In.	*Ft. In.*			
July 1, 1887	7	27.88	6	27.99	6	295,464	124.76	2	30 3½	9 4	[13]	1	[29]
July 1, 1887	7	26.07	6	26.71									
	1	.....	2										
July 1, 1887	1	27.15	2	27.60	....	.....	143.18	2	30 4	9 5	[54]	1	
								[62]	15 0	7 6			
July 1, 1887	1	27.23	2	27.23	.....	.....	.....	[61]	30 3½	5 4			
								[61]	21 4	9 4			
.....	1	28.57	2	25									
July 1, 1889	5	27.91	6	28.23	7	151,475	103.75	3	60 1	9 3½	4	4	[59]
	7	38.21	2	33.60	7	151,475	103.75	[28]	60 1	9 3½	4	7	
								[107]	60 1	9 3½			
								[111]	40 1½	8 11½			
July 1, 1887	3	25.76	4	33.69	7	160,892	110.20	[132]	0	9 5	4	3	[1431]
	5	25.51	6	24.33	7	160,892	110.20	[124]	50 0	9 5	4	3	
July 1, 1887	1	23.81	2	23.81	6	157,847	126.48	2	44 4½	9 0	4	2	[1436]
	3	28	4	21.45	7	184,661	126.48	2	50 0	9 0	4	3	
July 1, 1887	4	29.10	1	28.86	[187]	196,582	153.58	3	50 0	9 0	[194]	4	[2041]
	2	25.74	3	23.94	7	224,227	.....	[212]	60 0	9 5	[224]	6	
July 1, 1888	4	32.46	1	32.34	7								
	2	25.98	3	23.88	7								
July 1, 1888	4	27	1	30.48	7								
	2	25.08	3	29.88	7								
July 1, 1888	4	33.46	1	30.42	7								
	2	32.58	3	29.40	7								
July 1, 1887	5	26.43	4	24	6	178,963	143.40	1	24 5	9 2½	4	1	[96]
July 1, 1884	5	33.43	4	26	.....	.....	.....	1	21 9	9 4			
July 1, 1887	5	26.21	4	28.40	....	.....	.....	[111]	24 10	9 7½			
July 1, 1889	3	27	4	26.39	6	105,007	112.19	2	25 0	9 5	3	1	3
Mar. 11, 1884	13	24.67	14	27.75	6	74,318	119.10	2	8 10	8 4	2	1	2
July 1, 1887	1	23.14	2	30.37	.....	.....	.....	[27]1	40 1½	8 11½			
July 1, 1889	5	23.60	6	23.60	6	148,262	118.72	2	26 3	9 4	4	1	[25]
								[114]	24 0	9 3			
								[111]	26 3	9 4			
July 1, 1887	49	24.20	50	25.92	6	118,385	126.48	[213]	50 0	9 5	3	3	[2813]
July 1, 1887	2	25.80	1	25.80									
.....	6	26.31	3	25.84	6	115,253	123.13	2	44 ½	9 0	3	2	6
July 1, 1887	6	25.01	3	24.28									
July 1, 1888	5	29.50	6	29.28	[236]	202,525	162.28	[213]	50 0	9 0	4	2	16
	3	29.04	4	28.50	[247]	236,929	.....	[213]	29 0	9 0	4	2	

ers, 1 as stenographer, and 1 in charge of itory at office superintendent, Chicago,

d by lines of sixth division (55.87 miles). as to Sunday, May 12, 1889, day line trains 4 ran daily except Sunday; on and after late daily.

e 4 crews; 4 clerks to a crew.

rk detailed to clerical duty in office of superintendent, Cincinnati, Ohio.

in reserve.

ine 4 crews; 6 clerks to a crew.

e of route covered by Bement and Effingham, Ill., R. P. O. (52.50 miles), and between way and Allamont, Ill. (10.54 miles) by pouches. (See Table C[e].)

per between Bement, Ill., and St. Louis, 234.50 miles), four days each week. One detailed to transfer duty at East St. , Ill.

e (19.50 miles) covered by La Fayette, and Quincy, Ill., R. P. O.

[26] Distance (37 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O. Clerks act as helpers to Chicago and Streator, Ill., R. P. O., between Chicago and Aurora, Ill.

[27] Whole car. Reserve.

[28] Balance of route (218 miles) covered by Fort Madison, Iowa, and Kansas City, Mo., R. P. O.

[29] One clerk detailed to clerical duty at office of superintendent, Chicago, Ill.

[30] One clerk detailed to transfer duty at Chicago, Ill., and one at Dubuque, Iowa. One clerk detailed to clerical duty and one as porter at office superintendent, Chicago, Ill.

[31] Distance (68.80 miles) covered by Dubuque, Iowa, and Mendota, Ill., R. P. O.

[32] One line R. P. O. cars 40 feet in length placed on night line August 5, 1888; mail apartment car service on day line.

[33] Day line.

[34] Night line.

TABLE A[a].—*Statement of railway post-offices in oper*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which
		Miles.			
Cincinnati, Ohio, and Nashville, Tenn.	5	303.60	Cincinnati, Ohio, Louisville, Ky. (Louis. and Nash.).	20004	1
			Cincinnati Junction (n. o.), Sax, Ky., (Louis. and Nash.).	20017	
			Louisville, Ky., Nashville, Tenn. (Louis. and Nash.).	20005	1
Cincinnati, Ohio, North Vernon, Ind., and Louisville, Ky.[5]	5	131.96	Cincinnati, Ohio, North Vernon, Ind. (Ohio and Miss.).	22010 (part)	
			North Vernon, Ind., Louisville, Ky. (Ohio and Miss.).	22019	
Cincinnati, Ohio, and St. Louis, Mo.	5	341.54	Cincinnati, Ohio, East St. Louis, Ill. (Ohio and Miss.).	22010	3
Claremont, N. H., and Boston, Mass.	1	129.84	Claremont, Concord, N. H. (Bos. and Me. Low. Sys.).	1009	[9]
			Concord, Nashua, N. H. (Con.)	1001	
			Nashua, N. H., Boston, Mass. (Bos. and Me. Low. Sys.).	3016	
Clarinda, Iowa, and Corning, Mo.	6	46.36	Clarinda, Northborough, Iowa (Chi., Bur. and Qcy.).	27083	
			Northborough, Iowa, Corning, Mo. (K. C., St. Jo. and C. Po.).	28046	
Clarksburgh and Weston, W. Va.	3	26.05	Clarksburgh, Weston, W. Va. (C. W. and Y.).	12006	
Clayton, Del., and Chestertown, Md.	2	32.71	Clayton, Del., Chestertown, Md. (B. and D. B.).	10012	3
Clayton, Del., and Easton, Md.	2	44.52	Clayton, Del., Easton, Md. (P. W. and B.)	9503 (part)	[13]4
Cleveland and Bellaire, Ohio[14]	5	171.32	Cleveland, Grafton, Ohio (Cleve., Col., Cin. and Ind.).	21042 (part)	
			Grafton, Bellaire, Ohio, (Cleve., Lor. and Wheel.).	[17]21041 (part)	14
Cleveland and Cincinnati, Ohio.	5	244.66	Cleveland, Cincinnati, Ohio (Cleve., Col., Cin. and Ind.).	21042	24
Cleveland and Coshocton, Ohio.	5	115.54	Cleveland, Canton, Ohio (Cleve. and Can.)	[18]21009 (part)	6
			Canton, Coshocton, Ohio (Cleve. and Can.).	21092	5
Cleveland, Ohio, Fort Wayne, Ind., and Chicago, Ill.	9	340.50	Cleveland, Ohio, Fort Wayne, Ind., Chicago, Ill. (N. Y., C. and St. L.).	21089	33
Cleveland, Hudson, and Columbus, Ohio.	5	171.19	Cleveland, Hudson, Ohio (Penna. Co.)	21006 (part)	
			Hudson, Columbus, Ohio (Cleve., Akron and Col.).	21004	145
Cleveland, Ohio, and Indianapolis, Ind.[22]	5	283.	Cleveland, Galion, Ohio (Cleve., Col., Cin. and Ind.).	21042 (part)	
			Galion, Ohio, Indianapolis, Ind. (Cleve., Col., Cin. and Ind.).	21016	204

[1] Day line.

[2] Two clerks run south from Cincinnati, Ohio, to Louisville, Ky., with night line, running north in mail apartment daily, except Sunday, on train 8. Apartment car service on this line on trains 5 and 2 performed as follows: Four clerks (one clerk to crew) run south on train 5 between Cincinnati, Ohio, and Nashville, Tenn. Fourth clerks of Cincinnati and Nashville day line perform service on train 2, assisting local clerk from Nashville, Tenn., to Cincinnati, Ohio. One clerk detailed to clerical duty in office superintendent, Cincinnati, Ohio. One clerk detailed as chief clerk at Louisville, Ky. One clerk detailed as assistant chief clerk at Louisville, Ky. Two clerks detailed to transfer duty at Louisville, Ky. One clerk detailed to transfer duty at Bowling Green, Ky. One clerk detailed to transfer duty at Nashville, Tenn.

[3] In reserve.

[4] Night line.

[5] Previous to April 22, 1889, clerks acted as hel ers to Cincinnati and St Louis train 1 b tween Cincinnati, Ohio, and North Vern Ind., on west trips. On east trips performe no service between North Vernon, Ind., an Cincinnati, Ohio, the mail apartment running only between North Vernon, Ind., and Louisville, Ky. On April 22, 1889, clerks commenced running through between Cincinnati, Ohio, North Vernon, Ind., and Louisville, Ky., in mail apartment cars, on trains Nos. 15 and 16.

[6] Covered by Cincinnati and St. Louis R. P. O. (72.77 miles).

[7] Thirteen cars on line between Baltimore, Md. and St. Louis, Mo. (See Baltimore and Grafton R. P. O. for full equipment of line in Third Division report.)

[8] Two clerks detailed to duty in office superintend

in *the United States on June* 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'gespeed (miles).	Train No. inward.	Av'gespeed (miles).					Length.	Width.			
Lbs.										*Ft. In.*	*Ft. In.*			
8,012	July 1, 1887	3	27.43	2	25.91	6	148,899	119.31	1	49 3	9 3	4	2	8
2,231	July 1, 1887	3	29.34	2	29.34	.....	.....	.....	1	41 1	8 0			
2,249	July 1, 1887	3	9.60	2	9.60									
2,982	July 1, 1887	3	24.18	2	16.81									
72,000	July 1, 1889	55	33.99	2	30.90	7	308,899	141.05	5	60 1	9 3	[16]6	4	[17]80
									[22]2	59 3	9 3			
		1	33.99	10	30.90	7	308,899	141.05	3	60 1	9 3	[16]6	4	
		3	30.00	([18])	.....	7	207,612	142.40	1	49 3	9 3	4	3	
									1	50 1	9 3			
53,758	July 1, 1889	55	36.82	56	36.25									
		1	29.46	4,44	28.20									
		5	28.05	6	28.05	6	123,814	132.28	1	18 0	6 0	[11]3	1	
									1	20 9	8 9			
		3	28.24	2	26.47									
28,360	Mar. 9, 1884	55	28.15	56	30.72									
		1	27.76	2	25.21									
4,314	July 1, 1888	5	28.02	6	27.24	6	193,215	154.82	2	14 0	9 0	4	1	[18]6
947	July 1, 1888	5	31.20	6	27.96	6								
1,925	July 1, 1888	5	36.90	6	31.26	6								
8,951	July 1, 1888	5	34.86	6	34.08	6								
72,000	July 1, 1889	9	30	56	28.33	6	175,344	140.50	[17]2	49 3	9 3	4	3	[18]15
									1	50 1	9 3			
4,566	July 1, 1887	1	23.86	4	18.41									
54,621	Mar. 11, 1884	3	26.30	4	24.92	7	192,355	131.75	3	60 1	9 3½	4	5	[20]34
13,263	July 1, 1887	3	25.53	4	25									
		15	26.67	6	27.27	7	73,000	100	[21]2	51 3½	8 9½	2	6	
									[22]2	54 10	8 9½			
2,185	July 1, 1888	2	30.54	1	30.54	6	187,350	150.12	[21]3	19 0	9 0	4	1	4
2,382	July 1, 1889	2	27.12	1	27.12	6								
14,824	July 1, 1887	2	27.20	1	26.14	6	177,653	142.35	2	60 0	9 4	4	3	[23]81
		4	27.41	3	25.55	7	207,831	142.35	2	60 0	9 4	4	3	
									[22]2	44 5	9 1			
									[21]1	40 0	9 1			

[11] Covered by Chicago and Louisville R. P. O. (58.60 miles).

[12] Four clerks run daily, except Sunday, over whole line, acting as helpers to Chicago and Louisville day line between Chicago, Ill., and Monon, Ind. Two clerks run daily, except Sunday, between Cincinnati and Hamilton, Ohio, and Indianapolis, Ind. (see that line), thus making double daily service, except Sunday, between Cincinnati and Hamilton, Ohio, and Indianapolis, Ind.

[16] Balance of route covered by Michigan City and Monon R. P. O. (50.57 miles).

[16] Covered by Toledo and Cincinnati R. P. O. (24.40 miles).

[16] Distance (85.98 miles) covered by Chicago, Ill., and Minneapolis, Minn., R. P. O.

[17] One in reserve at Chicago, Ill.

[18] One clerk detailed to transfer duty at Prairie du Chien, Wis. Two helpers north on train 9, from Chicago, Ill., to Milwaukee, Wis., and return on train 10, Milwaukee, Wis., and Chicago, Ill., Chi. and No. West. R. R.

[19] Distance (163.0 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.

[20] Two helpers on train No. 3, from Chicago to Galesburgh and deadhead back.

[21] One car in reserve.

[22] Reserve.

[23] Two helpers on trains 3 and 4 between Chicago and Bloomington, Ill. Three clerks detailed to transfer duty at Chicago, Ill., and two clerks detailed to clerical duty at office of superintendent, Chicago, Ill.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Cleveland and New Lisbon, Ohio.	5	91.76	Cleveland, Niles, Ohio (N. Y., Lake Erie and West.).	21005 (part)	[1]
			Niles, New Lisbon, Ohio (N. Y., Lake Erie and West.).	21037	34.01
Cleveland, Ohio, and Pittsburgh, Pa.	5	149.30	Cleveland, Wellsville, Ohio (Penna. Co.) ..	21006	101.25
			Wellsville, Ohio, Pittsburgh, Pa. (Penna. Co.).	[2]21003 (part)	48.25
Cleveland, Tenn., and Selma, Ala.	4	263.92	Cleveland, Tenn., Selma, Ala. (E. Tenn., Va. and Ga. R. R.).	17010	263.92
Cleveland and Toledo, Ohio.....	9	113.37	Cleveland, Toledo, Ohio (L. S. and M. S.) ..	21095 (part)	[3]
			Elyria, Millbury, Ohio (L. S. and M. S.)....	21007	[3]
Cleveland, Youngstown, Ohio, and Pittsburgh, Pa.	5	136.76	Cleveland, Youngstown, Ohio (N. Y., Lake Erie and West.).	[11]21005 (part)	66.48
			Youngstown, Ohio, Pittsburgh, Pa. (Pitts. and Lake Erie).	8123	65.83
Cleveland and Zoar Station, Ohio.	5	76.89	Cleveland, Zoar Station, Ohio (Valley)....	21073	75.97
Clinton and Anamosa, Iowa ...	6	71.80	Clinton, Anamosa, Iowa (Chi. and No. West).	27024	72.07
Clinton and Iowa City, Iowa...	6	78.41	Clinton, Elmira (n. o.), Iowa (Bur., C. Rap. and North.).	27072	69.51
			Elmira, Iowa City, Iowa (Bur., C. Rap. and North.).	[12]27048 (part)	8.90
Colmesneil and Trinity, Tex ..	11	66.81	Colmesneil, Trinity, Tex. (M., K. and T.)..	31048	66.81
Colorado Springs and Leadville, Colo.	7	135.84	Colorado Springs, Leadville, Colo. (Colo. Mid.).	[13]38034 (part)	135.50
Columbia and Charleston, S. C.	4	132.77	Columbia, Charleston, S. C. (S. C. R. R.) ...	14003	131.04
Columbia and Fayetteville, Tenn.[10]	5	48.96	Columbia, Fayetteville, Tenn. (Nash., Chatt. and St. L.).	19015	.....
Columbia, Pa., and Perryville, Md.	2	43.88	Columbia, Pa., Port Deposit, Md. (Penna.)	8124	38.62
			Port Deposit, Perryville, Md. (Penna.)....	10023	4.49
Columbia, Sumter, and Charleston, S. C.	4	138	Columbia, Sumter, S. C. (W. C. and A. R. R.)	14002	[21]
			Sumter, Lanes, S. C. (Cent. of S. C. R. R) ..	14015	49.69
			Lanes, Charleston, S. C. (N. E. R. R. of S. C.)	14065	[22]
Columbus and Albion, Nebr...	6	43.45	Columbus, Oconee, Nebr. (Om., Niobr. and B. Hills).	34012 (part)	[23]
			Oconee, Albion, Nebr. (Om., Niobr. and B. Hills).	34017	34.17
Columbus, Ohio, and Ashland, Ky.	5	133.25	Columbus, Coal Grove, Ohio (Scioto Valley).	21051	132.45
Columbus, Nebr., and Atchison, Kans.	6	220.50	Columbus, Nebr., Atchison, Kans. (B. and M. R. in Nebr.).	33012	220.48
Columbus and Athens, Ohio ...	5	77.56	Columbus, Athens, Ohio (Col., Hock. Val. and Tol.).	21036	77.99
Columbus, Ohio, and Charleston, W. Va.	5	198.03	Columbus, Corning, Ohio (Tol. and Ohio Cen.).	21068	66.27
			Corning, Gallipolis, Ohio (Kanawha and Ohio).	21088	74.69
			Point Pleasant Junction (n. o.), Ohio, Charleston, W. Va. (Kanawha and Ohio).	12010	59.70

[1] Covered by Cleveland, Youngstown and Pittsburgh R. P. O., 57.50 miles.

[2] These clerks act as helpers to Cleveland, Youngstown and Pittsburgh R. P. O., on trains 72 and 63, between Cleveland and Niles, Ohio, daily except Sunday.

[3] Three helpers on trains 37 and 42, running over whole line.

[4] One car in reserve.

[5] Balance of route covered by Wellsville and Bellaire R. P. O. (46.59 miles).

[6] One reserve car.

[7] Shown in report of New York and Chicago R. P. O.

[8] This R. P. O. runs on train 21 from Cleveland to Elyria, Ohio, thence over route 21007 on train 29 to Toledo, Ohio, daily except Sunday.

[9] This car used as an apartment car.

[10] Clerks appointed to the New York and Chicago R. P. O.

[11] Balance of line covered by lines of the Second Division (22.08 miles). Clerks of Cleveland and New Lisbon R. P. O. act as helpers to this R. P. O. on trains Nos. 72 and 63, between Cleveland and Niles, Ohio, daily except Sunday; distance, 57.50 miles.

[12] Clerks make two round trips daily.

[13] Balance of route (11.90 miles) covered by Cedar

e United States on June 30, 1889—Continued.

Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures.)		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
									Ft. In.	*Ft. In.*			
July 1, 1889	72	23.76	63	22.26	6	57,258	91.76	1	6 6	9 0	[22]	1	2
July 1, 1888	72	22.62	63	20.40	6								
July 1, 1888	36	21.42	35	22.14	6	93,163	99.53	2	20 2	9 0	9	1	[3]12
	38	25.34	37	25.86	6	93,163	.....	[4]5	19 9	9 0			
	42	21.42	41	22.14	7	108,989							
July 1, 1888	36	25.20	35	23.10	6								
	38	25.20	37	25.20	6								
	42	25.20	41	27.60	7								
July 1, 1888	3	25.6	4	26.8	7	192,661	131.96	[6]3	22 6	9 4	4	1	4
July 1, 1888	[5]21 & 29	24.41	24	27.80	6	69,005	110.58	[5]1	45 0	9 0	4	1	([16])
July 1, 1888	25	30.18	22	25.89	6	67,267	107.80	1	20 0	9 0			
July 1, 1889	72	29.40	65	27.60	[12]7	99,835	109.41	[4]5	18 2	9 2	5	1	5
	64	25.68	63	22.74	7	99,835							
July 1, 1889	72	32.04	65	31.80	7								
	64	28.20	63	28.20	7								
July 1, 1888	1	25.46	10	25.46	6	47,667	76.39	[4]2	19 6	9 6	2	1	2
July 1, 1887	41	24	42	24	6	44,808	71.80	[4]2	12 2	7 5	2	1	2
July 1, 1887	41	13.80	40	13.80	6	48,928	156.82	1	13 8	9 1	1	1	1
July 1, 1887	41	26.70	40	15.26									
July 1, 1886	28	13.24	27	13.24	7	48,771	133.62	1	13 1	7 1	1	1	1
July 1, 1889	1	21	2	20.74	7	99,163	135.84	3	20 4	9 3	2	1	2
								[18]2	20 4	9 3			
July 1, 1888	52	32.5	53	35.5	7	147,314	132.77	([16])	.....	.....	3	1	4
	50	30.6	51	26.5	7	.....	[17]138.06	.....	.....	.....	.....	.....	([15])
July 1, 1888	.....	.....	.....	.....	6	15,863							
July 1, 1889	20	18.71	23	20.67	6	27,381	87.76	1	8 4	6 6	1	1	1
July 1, 1889	20	20.71	23	19.24	6	.....	.....	([20])	.....	.....	([20])		
July 1, 1888	53	35.6	52	34.7	7	99,280	136	1	27 6	8 0	2	1	2
July 1, 1888	53	37.1	52	32	7								
July 1, 1888	53	32.4	52	32.4	7								
July 1, 1886	69	27.30	70	27.30	6	27,113	86.90	1	13 1	6 8	1	1	
July 1, 1886	69	24.09	70	25.57									
July 1, 1888	4	24.24	5	25.80	[24]6	83,148	133.25	[4]5	15 0	8 11	4	1	4
	6	27.60	3	24.24	6	83,148							
Jan. 15, 1885	72	22.96	71	22.96	6	137,592	110.25	2	19 10	8 8	4	1	4
July 1, 1888	6	23.94	3	22.26	[24]6	48,397	103.41	[25]4	15 9	9 4	3	1	3
	4	23.34	1	23.94	6	48,397							
July 1, 1888	10	22.09	9	22.09	6	123,571	132.02	[4]3	18 8	8 8	3	1	3
July 1, 1888	10	19.92	9	21.48	6								
July 1, 1889	10	21.66	9	21.66	6								

lls and Burlington, Iowa, short run. (See bert Lea, Minn., and Burlington, Iowa, P. O.).

miles of route 38034, between Leadville and ipes, Colo., supplied by closed pouches. se Table C[e].)

serve.

Charleston and Augusta R. P. O.

t run on trains 50 and 51, Columbia to ranchville.

transfer clerk, Columbia, S. C.

uary 7, 1889, run of Decherd and Fayetteville R. P. O. was extended to Columbia, Tenn., thus taking up and discontinuing this R. P. O. (See Decherd and Columbia R. P. O.)

[20] Cars and clerk shown on route 8124.

[21] Covered by Florida and Augusta R. P. O.

[22] Covered by Wilmington and Jackson R. P. O.

[23] Distance (9.10 miles) covered by Norfolk and Columbus, Nebr., R. P. O.

[24] Clerks make two round trips daily, except Sunday.

[25] Two cars in reserve.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Cincinnati, Ohio, and Nashville, Tenn.	5	303.60	Cincinnati, Ohio, Louisville, Ky. (Louis. and Nash.).	20004	110.10
			Cincinnati Junction (n. o.), Sax, Ky., (Louis. and Nash.).	20017	4.50
			Louisville, Ky., Nashville, Tenn. (Louis. and Nash.).	20005	186.14
Cincinnati, Ohio, North Vernon, Ind., and Louisville, Ky.[5]	5	131.96	Cincinnati, Ohio, North Vernon, Ind. (Ohio and Miss.).	22010 (part)	[6]
			North Vernon, Ind., Louisville, Ky. (Ohio and Miss.).	22019	57.45
Cincinnati, Ohio, and St. Louis, Mo.	5	341.54	Cincinnati, Ohio, East St. Louis, Ill. (Ohio and Miss.).	22010	338.14
Claremont, N. H., and Boston, Mass.	1	129.84	Claremont, Concord, N. H. (Bos. and Me. Low. Sys.).	1009	54.90 [9] (part)
			Concord, Nashua, N. H. (Con.)	1001	[10]
			Nashua, N. H., Boston, Mass. (Bos. and Me. Low. Sys.).	3016	[11]
Clarinda, Iowa, and Corning, Mo.	6	46.36	Clarinda, Northborough, Iowa (Chi., Bur. and Qcy.).	27083	18.89
			Northborough, Iowa, Corning, Mo. (K. C., St. Jo. and C. Po.).	28046	27.74
Clarksburgh and Weston, W. Va.	3	26.05	Clarksburgh, Weston, W. Va. (C. W. and Y.).	12006	27.97
Clayton, Del., and Chestertown, Md.	2	32.71	Clayton, Del., Chestertown, Md. (B. and D. B.).	10012	31.11
Clayton, Del., and Easton, Md.	2	44.52	Clayton, Del., Easton, Md. (P. W. and B.)	9503 (part)	[13] 44.06
Cleveland and Bellaire, Ohio[14]	5	171.32	Cleveland, Grafton, Ohio (Cleve., Col., Cin. and Ind.).	21042 (part)	[15]
			Grafton, Bellaire, Ohio, (Cleve., Lor. and Wheel.).	[17] 21041 (part)	144.14
Cleveland and Cincinnati, Ohio.	5	244.66	Cleveland, Cincinnati, Ohio (Cleve., Col., Cin. and Ind.).	21042	241.92
Cleveland and Coshocton, Ohio.	5	115.54	Cleveland, Canton, Ohio (Cleve. and Can.)	[16] 21009 (part)	60.00
			Canton, Coshocton, Ohio (Cleve. and Can.).	21092	56.05
Cleveland, Ohio, Fort Wayne, Ind., and Chicago, Ill.	9	340.50	Cleveland, Ohio, Fort Wayne, Ind., Chicago, Ill. (N. Y., C. and St. L.).	21089	339.33
Cleveland, Hudson, and Columbus, Ohio.	5	171.19	Cleveland, Hudson, Ohio (Penna. Co.) ...	21006 (part)	[21]
			Hudson, Columbus, Ohio (Cleve., Akron and Col.).	21004	145.41
Cleveland, Ohio, and Indianapolis, Ind.[22]	5	283.	Cleveland, Galion, Ohio (Cleve., Col., Cin. and Ind.).	21042 (part)	[24]
			Galion, Ohio, Indianapolis, Ind. (Cleve., Col., Cin. and Ind.).	21016	204.69

[1] Day line.

[2] Two clerks run south from Cincinnati, Ohio, to Louisville, Ky., with night line, running north in mail apartment daily, except Sunday, on train 8. Apartment car service on this line on trains 5 and 2 performed as follows: Four clerks (one clerk to crew) run south on train 5 between Cincinnati, Ohio, and Nashville, Tenn. Fourth clerks of Cincinnati and Nashville day line perform service on train 2, assisting local clerk from Nashville, Tenn., to Cincinnati, Ohio. One clerk detailed to clerical duty in office superintendent, Cincinnati, Ohio. One clerk detailed as chief clerk at Louisville, Ky. One clerk detailed as assistant chief clerk at Louisville, Ky. Two clerks detailed to transfer duty at Louisville, Ky. One clerk detailed to transfer duty at Bowling Green, Ky. One clerk detailed to transfer duty at Nashville, Tenn.

[3] *In reserve.*

[4] Night line.

[5] Previous to April 22, 1889, clerks acted as helpers to Cincinnati and St Louis train 1 between Cincinnati, Ohio, and North Vernon, Ind., on west trips. On east trips performed no service between North Vernon, Ind., and Louisville, Ky. On April 22, 1889, clerks commenced running through between Cincinnati, Ohio, North Vernon, Ind., and Louisville, Ky., in mail apartment cars, on trains Nos. 15 and 16.

[6] Covered by Cincinnati and St. Louis R. P. O., (72.77 miles).

[7] Thirteen cars on line between Baltimore, Md., and St. Louis, Mo. (See Baltimore and Grafton R. P. O. for full equipment of line in Third Division report.)

[8] Two clerks detailed to duty in office superintend-

nited States on June 30, 1889—Continued.

Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
									Ft. In.	Ft. In.			
uly 1, 1888	1	24	4	25.20	7	221,628	151.80	4	50 0	9 0	14	4	[24]0
	3	25.38	6	25.02	7	221,628	.....	[21]	45 9	8 0	44	3	
	5	26.40	2	31.26	7	221,628	.....	.....	.....	.....	4	1	
uly 1, 1884	1	10.80	4	12.30	7								
	3	10.80	6	12.30	7								
	5	18	2	15.90	7								
uly 1, 1888	1	27.90	4	31.02	7								
	3	29.82	6	31.50	7								
	5	27.54	2	36.60	7								
July 1, 1888	15	33.06	16	29.40	6	82,343	131.96	2	14 3	8 10	2	1	2
uly 1, 1888	15	29.94	16	31.92	6								
uly 1, 1888	1	31.98	2	34.20	7	249,324	170.77	(?)	50 0	9 4	14	4	[23]9
	5	30.42	4	28.92	7	249,324	.....	.....	.....	.....	44	5	
uly 1, 1889	73	20.15	145	32.65	6	81,020	129.84	2	14 2	7 0	2	1	2
								1	15 0	7 0			
uly 1, 1889	73	24.13	145	28.37	.....	.....	.....	[11]2	13 0	6 6			
uly 1, 1889	73	27.08	145	32.65									
uly 1, 1887	89	18.80	90	22.56	6	28,929	92.72	1	11 11	6 9	1	1	1
uly 1, 1887	34	9.23	33	11.08									
uly 1, 1889	4	12.10	1	12.71	6	16,255	52.10	1	10 0	6 0	1	1	1
uly 1, 1889	2	14.22	1	15.09	6	20,411	65.42	1	11 6	7 0	1	1	1
uly 1, 1889	201	26.12	280	27.79	6	37,780	89.04	1	10 10	6 6	1	1	1
uly 1, 1888	23	22.80	24	23.28	6	105,635	85.66	[16]3	16 0	9 6	4	1	4
uly 1, 1888	23	22.80	24	22.20	6								
uly 1, 1888	3	27.66	12	33.72	7	178,602	122.33	4	0	9 3	14	2	[19]24
	9	22.80	8	28.20	7	178,602	.....	[21]	40 0	9 3	44	3	
uly 1, 1888	1	27.66	6	28.80	6	72,097	115.54	[16]3	20 2	9 0	2	1	2
uly 1, 1888	1	26.04	6	24.96	6								
uly 1, 1888	3	24.80	4	24.68	6	212,472	170.25	[20]4	20 0	9 2	4	1	4
uly 1, 1888	2	23.82	3	22.92	6	106,823	114.13	[22]4	15 0	8 6	3	1	3
uly 1, 1888	2	27.72	3	27.90	6								
uly 1, 1888	23	26.58	2	29.88	7	206,590	141.50		40 0	8 11	4	2	8
uly 1, 1888	23	26.64	2	26.64	7								

Cincinnati, Ohio. One clerk detailed to fer duty at Vincennes, Ind.
- of route covered by closed-pouch serv- etween Claremont and Claremont Junc- 2.02 miles). (See Table C[c].)
d by St. Albans and Boston R. P. O. (36.28).
e cars.
d by St. Albans and Boston R. P. O. miles).
iles covered by closed-pouch service. Table C[c].)
as formerly the Cleveland and Wheeling O. On March 21, 1889, run of clerks was ded to end at Bellaire, Ohio, increasing ce 2.36 miles.
[18] by Cleveland and Cincinnati R. P. O. miles).
in reserve.
of route, Loraine to Grafton, Ohio, (16.35 miles) covered by closed-pouch service. (See Table C[c].)

[16] Two clerks act as helpers between Cleveland and Delaware, Ohio, on day line on trips south, and Delaware to Crestline, Ohio, on trips north. (See Cleveland and Indianapolis R. P. O). One clerk detailed to clerical duty in office superintendent, Cincinnati, Ohio; 1 clerk detailed as chief clerk at Columbus, Ohio.

[19] Balance of route shown on Canton and Sherodsville R. P. O.; distance 50.52 miles.

[20] Two cars held in reserve.

[21] Covered by Cleveland and Pittsburgh R. P. O. (25.80 miles).

[22] Two cars in reserve.

[23] Cleveland and Cincinnati R. P. O.; helpers assist in car of this R. P. O. on north trips between Crestline and Cleveland, Ohio.

[24] Covered by Cleveland and Cincinnati R. P. O. (79.74 miles).

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, and northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Danville and Cairo, Ill	6	259.03	Danville, Cairo, Ill. (Cairo, Vinc. and Chi.).	23050	261.05
Danville and Stuart, Va	3	76.16	Danville, Stuart, Va. (Dan. and New River).	11028	78.52
Danville and Tuscola, Ill	6	50.49	Danville, Tuscola, Ill. (Chi. and East Ills.).	23044	50.49
Davenport, Iowa, and Atchison, Kans.	6	337.35	Davenport, Iowa, Altamont, Mo. (Chi., R. Isl'd and Pac.).	[b]27017 (part)	269.55
			Altamont, Rushville, Mo. (Chi., R. Isl'd and Pac.).	28057	65.68
			Rushville, Mo., Atchison, Kans. (Chi., R. Isl'd and Pac.).	28032 (part)	[c]
Dayton and Ironton, Ohio	5	168.36	Dayton, Ironton, Ohio (Day., Ft. Way. and Chic.).	21054	169.65
Decherd and Columbia, Tenn.[d]	5	88.92	Decherd, Fayetteville, Tenn. (Nash., Chatt. and St. L.).	19005	40.41
			Fayetteville, Columbia, Tenn. (Nash., Chatt. and St. L.).	19015	48.87
Decorah and Cedar Rapids, Iowa.	6	122.06	Decorah, Cedar Rapids, Iowa (Bur., C. Rap. and North.).	27002	122.21
Delaware and Columbus, Ohio	5	25.69	Delaware, Columbus, Ohio (Cleve., Col. Cin. and Ind.).	21013	25.48
Delphos and Dayton, Ohio	5	96.36	Delphos, Dayton, Ohio (Day., Ft. Way. and Chic.).	21039	95.43
Denison and Houston, Tex	11	337.09	Denison, Houston, Tex. (H. and T. C.)	31003	337.09
Denison and Mineola, Tex.[e]	11	103.19	Denison, Mineola, Tex. (M., K. and T.)	31017	103.19
Denison and Taylor, Tex.[10]	11	[11]258.50	Denison, Whitesborough, Tex. (M., K. and T.).	31022	25.48
			Whitesborough, Taylor, Tex. (M. K. and T.).	31028	234.06
Denver and Aspen, Colo.[12]	7	408.49	Denver, Pueblo, Colo. (D. and R. G.)[13]	[14]38001 (part)	120.14
			Pueblo, Leadville, Colo. (D. and R. G.)	[15]38019	161.78
			Leadville, Aspen, Colo. (D. and R. G.)	38018	137.82
Delta, Pa., and Baltimore, Md	3	47.83	Delta, Pa., Baltimore, Md. (Md. Central)	10024	45.58
Denver, Colo., and Fort Worth, Tex.[16]	11	804	Denver, Pueblo, Colo. (D., T. and Ft. W.)	38023	120.68
			Pueblo, Colo., Texline, Tex. (D., T. and F. W.).	31065	228.51
			Texline, Fort Worth, Tex. (F. W. and D. C.).	31037	452.12
Denver and Georgetown, Colo.	7	51.10	Denver, Argo, Colo. (Colo. Cent.)	38003 (part)	[17]
			Argo, Georgetown, Colo. (Colo. Cent.)	[17]38020 (part.)	47.50
Denver and Leadville, Colo	7	150.74	Denver, Leadville, Colo. (D., S. P. and P.)	38005	150.74

[1] One clerk detailed to transfer duty at Danville, Ill.
[2] Reserve.
[3] Balance of route (69.22 miles) covered by Trenton, Mo., and Leavenworth, Kans., R. P. O.
[4] Whole cars.
[5] Distance (5 miles) covered by Atchison Jct. Mo., and Atchison, Kans., R. P. O.
[6] This line was formerly the Columbia and Fayetteville and Decherd and Fayetteville R. P. O.'s. January 7, 1889, run of clerks on Decherd and Fayetteville R. P. O. was extended to Columbia, Tenn., thereby taking up and discontinuing the Columbia and Fayetteville R. P. O.
[7] One car in reserve.
[8] One clerk detailed transfer clerk, Houston, Tex.
[9] Service curtailed to end at Mineola, Tex., March 8, 1889 (44.40 miles).
[10] 85.84 miles, balance of route 31022, covered by Henrietta and Dallas, Tex., R. P. O. Henrietta and Dallas, Tex., R. P. O. also runs over 35.70 miles of route 31028 between Whitesborough and Denton, Tex.

in *the United States on June* 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures.)		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
Lbs.										*Ft. In.*	*Ft. In.*			
5,440	July 1, 1889	72	23.76	63	22.26	6	57,258	91.76	1	6 6	9 0	[2]2	1	2
409	July 1, 1888	72	22.62	63	20.40	6								
11,044	July 1, 1888	36	21.42	35	22.14	6	93,163	99.53	2	20 2	9 0	9	1	[3]12
		38	25.34	37	25.86	6	93,163	.....	[4]5	19 9	9 0			
		42	21.42	41	22.14	7	108,989							
5,936	July 1, 1888	36	25.20	35	23.10	6								
		38	25.20	37	25.20	6								
		42	25.20	41	27.60	7								
1,002	July 1, 1888	3	25.6	4	26.8	7	192,661	131.96	[6]8	22 6	9 4	4	1	4
98,761	July 1, 1888	[7]21 & 29	24.41	24	27.80	6	69,005	110.58	[8]1	45 0	9 0	4	1	[10]
17,168	July 1, 1888	25	30.18	22	25.80	6	67,267	107.80	1	20 0	9 0			
5,440	July 1, 1889	72	29.40	65	27.60	[11]7	99,835	109.41	[4]5	18 2	9 2	5	1	5
		64	25.68	63	22.74	7	99,835							
5,744	July 1, 1889	72	32.04	65	31.80	7								
		64	28.20	63	28.20	7								
800	July 1, 1888	1	25.46	10	25.46	6	47,667	76.39	[6]2	19 6	9 0	2	1	2
445	July 1, 1887	41	24	42	24	6	44,808	71.80	[6]2	12 2	7 5	2	1	2
223	July 1, 1887	41	13.80	40	13.80	6	48,928	156.82	1	13 8	9 1	1	1	1
928	July 1, 1887	41	26.70	40	15.26									
164	July 1, 1886	28	13.24	27	13.24	7	48,771	133.62	1	13 1	7 1	1	1	1
671	July 1, 1889	1	21	2	20.74	7	99,163	135.84	3	20 4	9 3	2	1	2
									[12]2	20 4	9 3			
2,182	July 1, 1888	52	32.5	53	35.5	7	147,314	132.77	[13]	.....	.....	3	1	4
		50	30.6	51	26.5	7	.....	[14]138.06	.....	.....	.....	.....	.....	[15]
190	July 1, 1888	..	.....	....	.....	6	15,863							
164	July 1, 1889	20	18.71	23	20.67	6	27,381	87.76	1	8 4	6 6	1	1	1
332	July 1, 1889	20	20.71	23	19.24	6	.....	.....	[16]	.....	.....	[16]		
8,664	July 1, 1888	53	35.6	52	34.7	7	99,280	136	1	27 6	8 0	2	1	2
465	July 1, 1888	53	37.1	52	32	7								
12,823	July 1, 1888	53	32.4	52	32.4	7								
460	July 1, 1886	69	27.30	70	27.30	6	27,113	86.90	1	13 1	6 8	1	1	
422	July 1, 1886	69	24.09	70	25.57									
2,496	July 1, 1888	4	24.24	5	25.80	[17]6	83,148	133.25	[4]5	15 0	8 11	4	1	4
		6	27.60	3	24.24	6	83,148							
1,641	Jan. 15, 1885	72	22.96	71	22.96	6	137,592	110.25	2	19 10	8 8	4	1	4
1,469	July 1, 1888	6	23.94	3	22.26	[18]6	48,397	103.41	[19]4	15 9	9 4	3	1	3
		4	23.34	1	23.94	6	48,397							
1,919	July 1, 1888	10	22.09	9	22.09	6	123,571	132.02	[4]3	18 8	8 8	3	1	3
371	July 1, 1888	10	19.92	9	21.48	6								
566	July 1, 1889	10	21.66	9	21.66	6								

Falls and Burlington, Iowa, short run. (See Albert Lea, Minn., and Burlington, Iowa, R. P. O.).

[14] 20.55 miles of route 38034, between Leadville and Aspen, Colo., supplied by closed pouches. (See Table C[c].)

[15] In reserve.

[16] See Charleston and Augusta R. P. O.

[17] Short run on trains 50 and 51, Columbia to Branchville.

[18] One transfer clerk, Columbia, S. C.

[19] January 7, 1889, run of Decherd and Fayetteville R. P. O. was extended to Columbia, Tenn., thus taking up and discontinuing this R. P. O. (See Decherd and Columbia R. P. O.)

[20] Cars and clerk shown on route 8124.

[21] Covered by Florida and Augusta R. P. O.

[22] Covered by Wilmington and Jackson R. P. O.

[23] Distance (9.10 miles) covered by Norfolk and Columbus, Nebr., R. P. O.

[24] Clerks make two round trips daily, except Sunday.

[25] Two cars in reserve.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Denver, Colo., and Odgen, Utah.	7	772.56	Denver, Pueblo, Colo. (D. and R. G.).....	38001 (part)	[1]
			Pueblo, Salida, Colo. (D. and R. G.).....	38019 (part)	[2]
			Salida, State Line (n. o.), Colo. (D. and R. G.).	38012	244.51
			State Line (n. o.), Colo., Ogden, Utah (D. and R. G.).	41002	313.83
Des Moines and Albia, Iowa...	6	68.46	Des Moines, Albia, Iowa (Chi., Bur. and Qcy.).	27063	68.81
Des Moines, Iowa, and Cainesville, Mo.	6	112.13	Des Moines, Iowa, Cainesville, Mo. (D. M., Osc. and South.).	27064	112.13
Des Moines and Keokuk, Iowa.	6	163.08	Des Moines, Keokuk, Iowa (Chi., R. Isl'd and Pac.).	27019	163.04
Des Moines, Iowa, and Moberly, Mo.	6	212.52	Des Moines, Harvey, Iowa (Wabash Western).	27060	43.33
			Harvey, Evans, Iowa (Wabash Western)..	27106	16.48
			Evans, Ottumwa, Iowa (Wabash Western)	27105	28.64
			Ottumwa, Iowa, Moberly, Mo. (Wabash Western).	28007	131.54
Des Moines, Iowa, Savannah and St. Joseph, Mo.	6	161.34	Des Moines, Iowa, St. Joseph, Mo. (Chi., St. P. and K. City).	27103	161.34
Des Moines, Iowa, and St. Joseph, Mo.	6	200.06	Des Moines, Avon, Iowa (Chi., Bur. and Qcy.).	27033 (part)	[9]
			Avon, Indianola, Iowa (Chi., Bur. and Qcy.).	27092	14.47
			Indianola, Chariton, Iowa (Chi., Bur. and Qcy.).	27042	34.05
			Chariton, Bethany Junction, Iowa (Chi., Bur. and Qcy.).	[11]27096 (part)	49.08
			Bethany Junction, Iowa, Albany, Mo. (Chi., Bur. and Qcy.).	27061	46.12
			Albany, St. Joseph, Mo. (Chi., Bur. and Qcy.).	28037	49.67
Des Moines and Sioux City, Iowa.	6	238.64	Des Moines, Jewell, Iowa (Chi. and No. West.).	27030	60.02
			Jewell, Carnarvon, Iowa (Chi. and No. West.).	27066	73.50
			Carnarvon, Onawa, Iowa (Chi. and No. West.)	[13]27038 (part)	54.57
			Onawa, Sioux City, Iowa (S. City and Pac.)	27029 (part)	[14]
Des Moines and Winterset, Iowa.	6	42.90	Des Moines, Somerset Junction, Iowa (Chi., R. Isl'd and Pac.).	[15]27015 (part)	16.67
			Somerset Junction, Indianola, Iowa (Chi., R. Isl'd and Pac.).	27076	27.70
Detroit, Mich., and Chicago, Ill.[16]	9	286.69	Detroit, Jackson, Mich. (Mich. Cent.)	24006	76.02
			Jackson, Mich., Chicago, Ill. (Mich. Cent.).	24080	210.16
Detroit and Grand Haven, Mich.	9	188.94	Detroit, Grand Haven, Mich. (D., G. H. and M.).	24027	188.44
Detroit and Grand Rapids, Mich[22]	9	170.65	Detroit, Jackson, Mich. (Mich. Cent.)	24006	[23]
			Jackson, Grand Rapids, Mich.....	24010	94.65

[1] 120.14 miles distance on route 38001, between Denver and Pueblo, Colo., covered by Denver and Aspen, Colo., R. P. O.

[2] Clerks act as helpers between Denver and Pueblo, Colo., and return, alternately.

[3] 96.90 miles distance on route 38019, covered by Denver and Aspen, Colo., R. P. O.

[4] In reserve.

[5] Short run, Des Moines to Osceola, Iowa (58.35 miles.)
Through run.

[6] Reserve.
Short run, Ottumwa, Iowa, to Moberly, Mo. (131.54 miles).

[9] Distance (7.50 miles) covered by Des Moines and Albia, Iowa, R. P. O.

[10] One helper between Bethany Junction, Iowa, and St. Joseph, Mo., (95 miles.)

[11] Balance of route (44.23 miles) covered by Bethany Junction (n. o.), Iowa, and Grant City, Mo., R. P. O.

[12] One clerk detailed as assistant to chief clerk at Des Moines, Iowa.

[13] Balance of route (16.70 miles) covered by Carroll and Moville, Iowa, R. P. O.

[14] Distance (37.20 miles) covered by Sioux City and Missouri Valley, Iowa, R. P. O.

[15] Balance of route, Somerset Junction to Indian-

...the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
Lbs.										*Ft. In.*	*Ft. In.*			
2,975	July 1, 1886	1	25.75	2	25.29	7	563,969	171.68	1	15 1½	7 6	9	1	[20]9
2,714	July 1, 1886	1	26.42	2	26.42	7	.....	.....	1	16 0	7 6			
									4	16 0	7 5			
1,558	July 1, 1886	1	22.92	2	21.73	7			[4]3	16 0	8 11			
1,107	July 1, 1886	7	21.90	8	21.15	7								
1,968	July 1, 1887	32	26.63	31	35.02	7	49,976	68.46	1	27 3½	8 8½	2	1	2
171	July 1, 1887	1	14.46	2	14.46	[5]6	36,410	116.70	1	7 5	5 2	1	1	2
		3	10.89	4	11.50	[6]3	34,984	112.13	1	5 9	5 6	1	1	
									[7]1	6 5	5 5			
1,152	July 1, 1887	52	21.03	53	21.49	6	101,762	108.72	3	16 6	9 0	3	1	3
									[7]1	13 2	9 4			
485	July 1, 1887	8	23.73	7	21.75	7	155,139	141.68	[8]2	19 0	9 2½	[8]3	1	5
.....	.....	8	21.99	7	24.31									
.....	.....	8	21.99	7	24.31									
.....	.....	8	25.29	7	25.87									
		2	23.91	3	23.55	6	82,081	131.54	1	19 0	9 2½	[8]2	1	
477	July 1, 1889	2	26.83	1	27.21	7	117,778	107.56	1	15 7	7 1	3	1	3
									1	13 5	7 7			
1,988	July 1, 1887	41	22.50	42	22.50	6	124,837	100.03	2	22 7	8 9½	4	1	[10]5
1,959	July 1, 1887	41	24.80	42	28.94									
1,997	July 1, 1887	41	22.07	42	22.07									
991	July 1, 1887	41	25.50	42	22.61									
1,017	July 1, 1887	41	26	42	24.82									
1,110	July 1, 1887	41	25.18	42	28									
2,398	July 1, 1887	54	21.82	57	21.18	6	148,911	119.32	2	24 0	9 2	4	1	[12]5
934	July 1, 1887	13	26.73	12	28.58									
1,162	July 1, 1887	13	25.83	12	22.79									
7,209	July 1, 1887	9	29.76	10	29.76									
643	July 1, 1887	33	19.28	34	24.10	6	26,770	85.80	1	9 0	7 0	1	1	1
599	July 1, 1887	33	22.16	34	20.78	.....	.....	.....	[7]1	22 6	9 4			
22,124	July 1, 1889	3	37.85	4	27.52	6	178,895	122.53	3	45 0	10 0	4	3	[17]41
		9	29.49	16	28.39	7	209,284	143.34	3	0	10 0	4	5	
.....	.....	3	32.11	4	28.29	6	[18]							
		9	30.63	16	31.87	7								
2,028	July 1, 1884	3	23.16	6	24.39	6	117,899	94.47	[19]3	23 0	9 0	4	1	[20]8
		[21]1	25.20	8	26.62	6	98,280	157.50	1	21 0	9 0	2	1	
16,712	July 1, 1884	15	26.70	14	33.64	6			1	15 6	10 0			
		[22]21	33.64	.....	.....		106,486	113.77	1	51 0	10 0	3	1	[23]6
4,914	July 1, 1889	107	30.45	102	34.14	6								
		103	25.61	104	29.65	6	82,783	132.66	1	16 10	8 0	2	1	

ola, Iowa (6.47 miles) covered by closed pouches. (See Table C[a].)

[16] Double-service trains 3 and 4 daily, except Sunday. Trains 9 and 16 daily.

[17] One clerk detailed as chief clerk at Detroit, Mich.; four clerks detailed to the Detroit Three Rivers and Chicago R. P. O.; two clerks detailed as transfer clerks at Detroit, Mich.; one clerk detailed as transfer clerk at Jackson, Mich.; one clerk detailed as transfer clerk at Michigan City, Ind.

[18] Shown opposite route 24006; one vacancy on line; one acting clerk employed.

[19] One car held in reserve; one clerk detailed as helper between Detroit and Fenton, Mich.

[20] One clerk detailed as transfer clerk at Detroit, Mich.

[21] Clerks on trains 1 and 8 run between Detroit and Grand Rapids, Mich. (157.50 miles), giving in connection with trains 3 and 6 double service between these points daily, except Sunday.

[22] Double service between Jackson and Grand Rapids, Mich. (94.68 miles), daily except Sunday.

[23] Shown in report of Detroit and Chicago R. P. O.

[24] Runs on train 103, Jackson to Grand Rapids, Mich., and mileage shown on line with that train.

[25] One clerk assigned as short-stop between Detroit and Jackson, Mich.

TABLE A[8].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, and northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Danville and Cairo, Ill	6	259.03	Danville, Cairo, Ill. (Cairo, Vinc. and Chi.).	23050	261.05
Danville and Stuart, Va	3	76.16	Danville, Stuart, Va. (Dan. and New River).	11028	76.52
Danville and Tuscola, Ill	6	50.49	Danville, Tuscola, Ill. (Chi. and East Ills.)	23044	50.49
Davenport, Iowa, and Atchison, Kans.	6	337.85	Davenport, Iowa, Altamont, Mo. (Chi., R. Isl'd and Pac.).	[2]27017 (part)	269.55
			Altamont, Rushville, Mo. (Chi., R. Isl'd and Pac.).	28057	65.68
			Rushville, Mo., Atchison, Kans. (Chi., R. Isl'd and Pac.).	28032 (part)	(?)
Dayton and Ironton, Ohio	5	168.36	Dayton, Ironton, Ohio (Day., Ft. Way. and Chic.).	21054	169.65
Decherd and Columbia, Tenn.[6]	5	88.92	Decherd, Fayetteville, Tenn. (Nash., Chatt. and St. L.).	19005	40.41
			Fayetteville, Columbia, Tenn. (Nash., Chatt. and St. L.).	19015	48.87
Decorah and Cedar Rapids, Iowa.	6	122.06	Decorah, Cedar Rapids, Iowa (Bur., C. Rap. and North.).	27002	122.21
Delaware and Columbus, Ohio	5	25.69	Delaware, Columbus, Ohio (Cleve., Col. Cin. and Ind.).	21013	25.48
Delphos and Dayton, Ohio	5	96.36	Delphos, Dayton, Ohio (Day., Ft. Way. and Chic.).	21039	95.43
Denison and Houston, Tex	11	337.09	Denison, Houston, Tex. (H. and T. C.)	31003	337.09
Denison and Mineola, Tex.[9]	11	103.19	Denison, Mineola, Tex. (M., K. and T.)	31017	103.19
Denison and Taylor, Tex.[10]	11	[11]258.50	Denison, Whitesborough, Tex. (M., K. and T.).	31022	25.48
			Whitesborough, Taylor, Tex. (M. K. and T.).	31028	234.05
Denver and Aspen, Colo.[12]	7	408.49	Denver, Pueblo, Colo. (D. and R. G.)[13]	[14]38001 (part)	120.14
			Pueblo, Leadville, Colo. (D. and R. G.)	[14]38019	161.76
			Leadville, Aspen, Colo. (D. and R. G.)	38018	137.82
Delta, Pa., and Baltimore, Md	3	47.83	Delta, Pa., Baltimore, Md. (Md. Central)	10024	45.56
Denver, Colo., and Fort Worth, Tex.[16]	11	804	Denver, Pueblo, Colo. (D., T. and Ft. W.)	38023	126.48
			Pueblo, Colo., Texline, Tex. (D., T. and F. W.).	31065	228.51
			Texline, Fort Worth, Tex. (F. W. and D. C.).	31037	453.12
Denver and Georgetown, Colo.	7	51.10	Denver, Argo, Colo. (Colo. Cent.)	38003 (part)	(15)
			Argo, Georgetown, Colo. (Colo. Cent.)	[15]38020 (part.)	47.50
Denver and Leadville, Colo.	7	150.74	Denver, Leadville, Colo. (D., S. P. and P.).	38005	150.74

[1] One clerk detailed to transfer duty at Danville, Ill.
[2] Reserve.
[3] Balance of route (69.22 miles) covered by Trenton, Mo., and Leavenworth, Kans., R. P. O.
[4] Whole cars.
[5] Distance (5 miles) covered by Atchison Jct. Mo., and Atchison., Kans., R. P. O.
[6] This line was formerly the Columbia and Fayetteville and Decherd and Fayetteville R. P. O.'s. January 7, 1889, run of clerks on Decherd and Fayetteville R. P. O. was extended to Columbia, Tenn., thereby taking up and discontinuing the Columbia and Fayetteville R. P. O.
[7] One car in reserve.
[8] One clerk detailed transfer clerk, Houston, Tex.
[9] Service curtailed to end at Mineola, Tex., March 8, 1889 (44.40 miles).
[10] 85.84 miles, balance of route 31022, covered by Henrietta and Dallas, Tex., R. P. O. Henrietta and Dallas, Tex., R. P. O. also runs over 35.70 miles of route 31028 between Whitesborough and Denton, Tex.

ited States on June 30, 1889—Continued.

ate of last e-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	Train No. outward.	Av'geaped (miles).	Train No. inward.	Av'geaped (miles).					Length.	Width.			
									Ft. In.	*Ft. In.*			
aly 1, 1887	1	22.21	2	24.98	6	161,635	129.51	2	25 0	9 1	4	1	[15]
								[12]	18 9	7 8			
aly 1, 1889	2	12.41	1	13.39	6	47,524	152.32	1	8 6	4 10	1	1	1
aly 1, 1888	73	20	70	18.18	6	31,506	100.98	1	11 10	6 9	1	1	1
aly 1, 1887	15	25	16	22.42	7	246,265	168.67	[41]	41 4	9 4	4	2	8
aly 1, 1887	15	21.87	16	21.87	.....	.....	.....	[41]	39 4	9 4			
aly 1, 1887	15	20	16	20.00									
aly 1, 1888	1	20.64	2	21.05	6	105,057	112.24	2	12 0	5 9	3	1	3
aly 1, 1888	141	18.66	142	20.20	6	39,727	88.92	[13]	10 6	6 9	2	1	2
aly 1, 1888	141	12.22	142	11.28	6								
aly 1, 1887	52	23.24	51	22.87	6	76,165	122.06	2	13 8	9 1	2	1	2
aly 1, 1888	3	30.72	2	27.06	6	16,031	51.38	1	10 2	8 4	1	1	1
aly 1, 1888	21	18.54	20	18.06	6	60,129	96.36	2	15 0	8 0	2	1	2
aly 1, 1886	2	27.22	1	24.14	7	246,075	134.83	4	22 0	9 0	5	2	[21]11
								[22]	22 0	9 0			
aly 1, 1886	11	20.48	12	21.20	7	75,534	103.19	1	20 5	7 5	2	1	2
								1	10 0	7 5			
aly 1, 1886	3	24.09	4	24.51	7	188,705	129.25	2	21 9	9 3	4	2	3
								1	22 0	9 3			
aly 1, 1886	3	23.16	4	20.65									
aly 1, 1886	3	24.03	4	24.03	7	298,198	163.40	1	19 8	7 5	5	1	5
								2	13 8½	7 5			
aly 1, 1886	{3 & 203}	22	{4 & 204}	21.51	7	.....	.....	[18]3	18 5	7 5			
aly 1, 1886	203	18.37	204	18.37	7								
aly 1, 1889	5	18.62	4	17.41	6	29,846	95.66	1	8 0	5 8	1	1	2
	17	15.88	14	18	6	29,846	.....	1	8 0	5 8	1	1	
aly 1, 1886	1	24.11	2	24.92	7	643,860	160.80	4	21 4	7 2	10	1	[17]11
								[24]	50 0	9 1			
.....	1	24.83	2	24.40	.....	.....	.....	[22]	16 11	7 3			
								[22]	19 0	9 5			
aly 1, 1886	1	24.98	2	23.17									
aly 1, 1886	381	19.20	382	25	7	37,303	102.20	1	14 11	7 6	1	1	1
								[16]1	14 0	7 6			
aly 1, 1886	381	14.25	382	14.61	7								
aly 1, 1886	401	15.07	402	15.46	7	110,040	100.49	1	16 1	7 5	3	1	[20]4
								1	16 3	7 5			
								[12]	15 3	7 7			

lor and San Antonio.
d last year as Denver, Pueblo and Leadd Leadville and Aspen, Colo., R. P. O.'s.
les of route 38001, between Pueblo and ras, Colo., covered by Pueblo and Silverolo., R. P. O., and 37.10 miles between ras and El Moro, Colo., covered by closed-service. (See Table C[a].)
Colo., and Ogden, Utah, R. P. O. also ver route 38001 between Denver and), Colo. (120.14 miles), and over route etween Pueblo and Salida, Colo. (36.90

ve.

[16] R. P. clerks extend run to end at Fort Worth, Tex., July 6, 1888; increase in distance, 6.78 miles. This extension takes up and discontinues the Clarendon and Fort Worth, Tex., R. P. O.

[17] One helper runs daily to Bellevue, Tex., 78 miles.

[18] 3.20 miles distance route 38003 covered by Greely and Denver, Colo., R. P. O.

[19] 4.46 miles of route 38020, between Georgetown and Silver Plume, Colo., covered by closed-pouch service. (See Table C[a].)

[20] One clerk detailed to transfer service, Denver, Colo.

TABLE A[9].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Denver, Colo., and Odgen, Utah.	7	772.56	Denver, Pueblo, Colo. (D. and R. G.)	38001 (part)	[1]
			Pueblo, Salida, Colo. (D. and R. G.)	38019 (part)	[2]
			Salida, State Line (n. o.), Colo. (D. and R. G.).	38012	344.51
			State Line (n. o.), Colo., Ogden, Utah (D. and R. G.).	41002	313.82
Des Moines and Albia, Iowa	6	68.46	Des Moines, Albia, Iowa (Chi., Bur. and Qcy.).	27033	68.81
Des Moines, Iowa, and Cainesville, Mo.	6	112.13	Des Moines, Iowa, Cainesville, Mo. (D. M., Osc. and South.).	27084	112.13
Des Moines and Keokuk, Iowa.	6	163.08	Des Moines, Keokuk, Iowa (Chi., R. Isl'd and Pac.).	27019	163.04
Des Moines, Iowa, and Moberly, Mo.	6	212.52	Des Moines, Harvey, Iowa (Wabash Western).	27060	42.52
			Harvey, Evans, Iowa (Wabash Western)	27106	10.48
			Evans, Ottumwa, Iowa (Wabash Western)	27105	28.01
			Ottumwa, Iowa, Moberly, Mo. (Wabash Western).	28007	131.54
Des Moines, Iowa, Savannah and St. Joseph, Mo.	6	161.34	Des Moines, Iowa, St. Joseph, Mo. (Chi., St. P. and K. City).	27103	161.34
Des Moines, Iowa, and St. Joseph, Mo.	6	200.06	Des Moines, Avon, Iowa (Chi., Bur. and Qcy.).	27033 (part)	[3]
			Avon, Indianola, Iowa (Chi., Bur. and Qcy.).	27092	14.47
			Indianola, Chariton, Iowa (Chi., Bur. and Qcy.).	27042	34.05
			Chariton, Bethany Junction, Iowa (Chi., Bur. and Qcy.).	[11]27006 (part)	49.68
			Bethany Junction, Iowa, Albany, Mo. (Chi., Bur. and Qcy.).	27061	46.12
			Albany, St. Joseph, Mo. (Chi., Bur. and Qcy.).	28037	49.63
Des Moines and Sioux City, Iowa.	6	238.64	Des Moines, Jewell, Iowa (Chi. and No. West.).	27030	60.02
			Jewell, Carnarvon, Iowa (Chi. and No. West.).	27066	73.50
			Carnarvon, Onawa, Iowa (Chi. and No. West.)	[13]27038 (part)	54.57
			Onawa, Sioux City, Iowa (S. City and Pac.)	27029 (part)	[14]
Des Moines and Winterset, Iowa.	6	42.90	Des Moines, Somerset Junction, Iowa (Chi., R. Isl'd and Pac.).	[15]27015 (part)	16.07
			Somerset Junction, Indianola, Iowa (Chi., R. Isl'd and Pac.).	27076	27.70
Detroit, Mich., and Chicago, Ill.[16]	9	286.69	Detroit, Jackson, Mich. (Mich. Cent.)	24006	76.06
			Jackson, Mich., Chicago, Ill. (Mich. Cent.).	24080	210.16
Detroit and Grand Haven, Mich.	9	188.94	Detroit, Grand Haven, Mich. (D., G. H. and M.).	24027	188.44
Detroit and Grand Rapids, Mich[22]	9	170.65	Detroit, Jackson, Mich. (Mich. Cent.)	24006	[23]
			Jackson, Grand Rapids, Mich.	24010	94.62

[1] 120.14 miles distance on route 38001, between Denver and Pueblo, Colo., covered by Denver and Aspen, Colo., R. P. O.

[2] Clerks act as helpers between Denver and Pueblo, Colo., and return, alternately.

[3] 96.90 miles distance on route 38019, covered by Denver and Aspen, Colo., R. P. O.

[4] In reserve.

[5] Short run, Des Moines to Osceola, Iowa (58.35 miles.)
Through run.

[6] *Reserve.*
Short run, Ottumwa, Iowa, to Moberly, Mo. (131.54 miles).

[9] Distance (7.50 miles) covered by Des Moines and Albia, Iowa, R. P. O.

[10] One helper between Bethany Junction, Iowa, and St. Joseph, Mo., (95 miles.)

[11] Balance of route (44.23 miles) covered by Bethany Junction (n. o.), Iowa, and Grant City, Mo., R. P. O.

[12] One clerk detailed as assistant to chief clerk at Des Moines, Iowa.

[13] Balance of route (16.70 miles) covered by Carroll and Moville, Iowa, R. P. O.

[14] Distance (37.20 miles) covered by Sioux City and Missouri Valley, Iowa, R. P. O.

[15] Balance of route, Somerset Junction to Indian-

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules). Train No. outward.	Av'ge speed (miles).	Train No. inward.	Av'ge speed (miles).	Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures). Length.	Width.	Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
Lbs.										*Ft. In.*	*Ft. In.*			
4,653	July 1, 1889	[12] 2	26.25	7	23.33	6	[13] 43,168	97.96	1	13 1	10 0	3	1	[45]
		18	22.50	[3]	26.25	6	43,168	.....	1	13 9	10 0			
		[46] 6	18.52	[21]	20.88	6	28,392	.....	1	15 6	10 0			
645	July 1, 1885	2	25.50	7	22.66	6	.....	.....	1	14 7½	10 0			
		18	25.50	3	23.99	6	.....	.....	1	14 9½	10 0	1	1	
									[7] 1	21 10	10 0			
827	July 1, 1884	17	25.47	24	22.92	6	}		1	20 0	8 10	} [47]	1	1
443	July 1, 1884	17	26.90	24	26.90	6	} 50,862	108.68	[48] 1	8 9	5 7			
248	July 1, 1884	301	24.20	308	27.15	6	}							
575	July 1, 1884	301	22.28	308	21.08	6	} 57,445	138.09	1	11 0	5 9	1	1	[49] 2
184	July 1, 1884	22	14.6	21	14.6	6	24,013	76.96	1	15 9	8 0	1	1	1
682	July 1, 1887	4	24.61	3	21.33	6	30,825	98.80	1	18 5	9 1	1	1	1
716	July 1, 1885	18	25	15	27.74	6	[50] 35,412	192.28	1	15 6	7 7	1	1	1
		32	23.63	83	25.36	6	35,412	.....	1	12 0	6 0			
1,582	July 1, 1889	18	33.77	15	29.49	6	.....	.....	[45]	.....	.....	[18]		
		32	24.65	83	32.57	6	.....	.....	[7] 1	15 5	7 0			
195	Feb. 12, 1887	101	13.15	102	13.51	6	50,506	161.88	1	9 0	8 3	[16] 1	1	5
122	July 1, 1886	151	31.09	152	28.50	7	245,864	168.40	2	14 0	6 11	17½	1	
891	July 1, 1889	151	31.59	152	25.67									
392	July 1, 1889	24	14.38	25	21.56	6	20,068	64.32	1	17 8	7 2	1	1	1
									[7] 1	14 0	6 10			
404	July 1, 1886	4	22.80	1	22.80	6	78,237	125.38	1	20 9	8 8	2	1	2
									[19] 1	20 3	9 2			
998	July 1, 1887	4	25.34	1	25.13									
838	Mar. 30, 1887	4	25.08	1	27.86									
161	July 1, 1889	50	12.33	51	12.33	6	23,250	74.52	1	5 3	5 1	1	1	1
212	July 1, 1888	2	18.6	1	11.3	6	44,341	142.12	1	8 3	6 3	1	1	1
		4	22.6	3	17.8	6								
710	July 1, 1889	103	19.05	106	20.55	6	32,704	104.82	1	15 9	8 7	1	1	1
7,676	July 1, 1889	6	27.92	3	25.66	6	49,377	98.87	[23] 3	15 0	8 6	2	1	[22] 2
.....	.....	19	26.72	20	24.87	7	587,124	201.67	7	24 9	9 5½	8	1	9
4,206	July 1, 1886	19	22.78	20	24.51									
2,880	July 1, 1886	19	20.19	20	24.47									
164	July 1, 1888	2	23.69	1	23.69	7	77,825	[24] 128.31	1	12 0	7 3	2	1	2
281	July 1, 1886	175	20.25	176	20.25	7	62,276	170.62	1	11 9	7 3	1	1	1
265	Feb. 21, 1887	175	20.16	176	17.82	7								
1,836	July 1, 1889	24	25.05	21	23.67	6	92,352	148	2	20 0	9 0	2	1	[25] 5
		26	26.26	23	27.43	6	[26] 92,352		2	17 0	8 6	2	1	
2,583	July 1, 1889	24	24	21	29.28	6	.....	.....	[22]	.....	.....	[22]		
		26	24	23	28.80	6								
22,009	July 1, 1885	24	24.85	21	19.10	6	.....	.....	[22]	.....	.....	[22]		
		26	22.95	23	23.02	6								

[12] West Division, Holdrege, Nebr., to Cheyenne, Wyo. (336.80 miles).
[13] Balance of route (4.40 miles) covered by La Crosse, Wis., and Woonsocket, Dak., R. P. O.
[19] In reserve at Sioux City, Iowa.
[21] Distance (20.62 miles) covered by Manilla, Iowa, and Mitchell, Dak., R. P. O.
[22] 15.59 miles covered by closed-pouch service. (See Table C.).
[23] One car in reserve.
[24] One clerk alternates with Canandaigua and Elmira R. P. O.
[25] Reported last year as Deming, N. Mex., and Los Angeles, Cal.; service extended Dec. 26, 1888; cars run through to San Francisco, and are used by night line San Francisco and Los Angeles R. P. O; one helper meets No. 20 at Lang, and returns to San Gabriel; balance of route 46014 covered by San Francisco and Los Angeles R. P. O.
[26] Clerks run in the order of two weeks on and one week off. One clerk alternates between this line and the Wichita and Kiowa, Kans., R. P. O.
[45] 6.20 miles covered by closed-pouch service. (See Table C.
[46] One transfer clerk, Erie, Pa.
[47] Cars and clerks shown on route 8044.
[48] 28.35 miles covered by Pittsburgh and Chicago R. P. O.

TABLE A[a].—*Statement of railway post-offices in operat*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*).	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which
		Miles.			
Essex Junction, Vt., and Boston, Mass.	1	241.86	Essex Junction, Bellows Falls, Vt. (Cen. Vt.).	2003	127.
			Bellows Falls, Vt., Fitchburg, Mass. (Cheshire).	3055	64.
			Fitchburg, Boston, Mass. (Fitch.)	3021 [4](part)	(
Eufaula and Ozark, Ala.	4	59.51	Eufaula, Ozark, Ala. (Sav. and West. R. R.)	17021	59
Eureka and Hydesville, Cal[5]	8	26.70	Eureka, Hydesville, Cal. (Eel River and Eureka R. R.).	48044	26.
Evansville, Ind., and Providence, Ky.	5	72.09	Evansville, Ind., Madisonville, Ky. (Louis. and Nash.).	23032 (part)	(
			Madisonville, Providence, Ky. (Louis. and Nash.).	20031	16.
Fairbury and Nelson, Nebr.[8]	7	51.20	Fairbury, Nelson, Nebr. (C., R. I. and P.)	[9]33076 (part)	51
Fairland and Martinsville, Ind.	5	37.87	Fairland, Martinsville, Ind. (Fair., Frank. and Martins.).	23016	37.
Fairmont and Chester, Nebr.	6	48	Fairmont, Hebron, Nebr. (B. and M. R. in Nebr.).	34034	36.
			Hebron, Chester, Nebr. (Nebr. and Colo.)	34024	12.
Fargo, Dak., Barnesville and St. Paul, Minn.	10	243.38	Fargo, Dak., Barnesville, Minn. (St. P., Minn. and Man.).	26005 (part)	([10]
			Barnesville, St. Cloud, Minn. (St. P., Minn. and Man.).	26004 (part)	([11]
			St. Cloud, Minneapolis, Minn. (St. P., Minn. and Man.).	26040 (part)	([12]
			Minneapolis, St. Paul, Minn. (St. P., Minn. and Man.).	26006 (part)	([13]
Fargo and La Moure, Dak	10	88.15	Fargo, La Moure, Dak. (Nor. Pac.)	[14]35015 (part)	88.
Fargo and Minnewaukon, Dak.	10	183.25	Fargo, Jamestown, Dak. (Nor. Pac.)	26001 (part)	([15]
			Jamestown, Minnewaukon, Dak. (Nor. Pac.)	35016	90.
Fargo, Dak., Willmar and St. Paul, Minn.[16]	10	267.38	Fargo, Dak., Moorhead, Minn. (St. P., Minn. and Man.).	26005 (part)	([16]
			Moorhead, Minn., Wahpeton, Dak. (St. P., Minn. and Man.).	26003	45.
			Wahpeton, Dak., Breckenridge, Minn. (St. P., Minn. and Man.).	35003 (part)	([16]
			Breckenridge, St. Paul, Minn. (St. P., Minn. and Man.).	26006	214.
Farley and Cedar Rapids, Iowa	6	57.81	Farley, Cedar Rapids, Iowa (Chi., Mil. and St. P.).	27020	57.
Farmington and Lewiston, Me.	1	47.12	Farmington, Leeds Junction, Me. (Me. Cen.).	3 [23](part)	26.
			Leeds Junction, Lewiston, Me. (Me. Cen.).	5 [24](part)	([25])
Farmington and Pendleton, Oregon.	8	190.40	Farmington, Oregon, Colfax, Wash.	43016	27.
			Colfax, La Cross Junction, Wash. (Columbia and Palouse R. R.).	43006 (part)	35. ([26])
			La Cross Junction, Riparia, Wash	43019	24.
			Riparia, Bolles Junction, Wash	43010	31.
			Bolles Junction, Walla Walla, Wash.	43008 (part)	24.
			Walla Walla, Wash., Pendleton, Oregon	43017	47.

[1] One clerk detailed as transfer clerk at Rutland, Vt.
[2] Reserve cars.
[3] Covered by Boston and Troy R.P.O. (49.60 miles).
[4] Balance of route covered by Bos. and Troy R.P.O. (55.80 miles).
[5] New service May 29, 1889.
[6] Covered by Nashville and St. Louis R. P. O. (49.79 miles).
[7] One car in reserve.
[8] Reported last year as a part of the St. Joseph, Mo., and Nelson, Nebr., R. P. O.
[9] 116.26 miles distance of route 38076 covered by St. Joseph, Mo., and Colorado Springs, Colo., R. P. O.
[10] Distance (24.52 miles) covered by Boundary Line (n. o.), Dak., and St. Paul, Minn., R. P. O.
[11] One helper between St. Paul and St. Cloud, Minn., daily.
[12] Distance (143.79 miles) covered by Boundary Line (n. o.), Dak., and St. Paul, Minn., R. P. O.
[13] Distance (66 30 miles) covered by Boundary Line (n. o.), Dak., and St. Paul, Minn., R. P. O.
[14] Distance (10.68 miles) covered by Fargo, Dak., Wilmar and St. Paul, Minn., R. P. O.
[15] Balance of route, La Moure to Edgeby, Dak., (21.90 miles) covered by closed-pouch service. (See table C[a].).
[16] Distance (93 miles) covered by St. Paul, Minn., and Mandan, Dak., R. P. O.

in the *United States on June* 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'ge speed (miles).	Train No. inward.	Av'ge speed (miles).					Length.	Width.			
Lbs.										*Ft. In.*	*Ft. In.*			
1,035	July 1, 1888	51	28.43	28	28.24	6	127,520	136.24	2	17 10	9 7	3	1	3
									[11]	36 9	9 10			
1,044	July 1, 1888													
543	July 1, 1884	301	29.65	306	30.94	6	37,752	121	1	15 0	8 7	1	1	1
4,634	July 1, 1884	101	27.81	130	12.48	6	41,122	131.80	1	36 0	9 4	1	1	1
16,713	July 1, 1884	11	29.30	4	27.53	6	171,282	137.24	2	18 0	9 0	4	1	[3]
834	July 1, 1884	61	25.22	62	29.54	6								
.....	.....	11	25.64	4	27.53	6								
441	Mar. 30, 1887	97	23.86	98	22.80	6	53,508	171.50	1	12 0	9 0	1	1	1
188	July 1, 1889	161	10.80	162	10.80	6	28,255	94.32	[12]	7 7	9 4	1	1	1
337	July 1, 1888	10	19.26	1	18.46	6	23,038	73.84	[12]	8 0	5 5	1	1	1
263	July 1, 1889	33	26.30	32	22.60	6	35,096	131.94	1	15 0	7 2½	1	1	1
716	July 1, 1889	33	24.60	32	24.60									
394	July 1, 1889	253	8.27	250	15.01	6	17,647	56.56	1	6 6	7 0	1	1	1
543	July 1, 1886	411	13.91	412	14.37	7	30,894	[3]	1	20 0	9 0	.....	.....	[3]
432	July 1, 1886	411	13.91	412	14.37	7	.....	.....	[21]	20 0	8 9			
1,042	July 1, 1888	11	28.26	12	27.06	[166]	115,733	.....	[23]	16 3	8 6	5	1	5
		7	27.48	6	26.40	6	92,733	133.63	[24]	16 4	8 8			
26,660	July 1, 1889	11	31.20	12	21.72	6								
774	July 1, 1889	2	18.85	1	19.75	6	68,628	109.98	1	18 0	8 10	2	1	2
									1	17 0	8 10			
									[21]	14 8	8 5			
4,579	July 1, 1887	5	25.09	4	23.95	6	82,611	132.39	1	27 6	9 0	2	2	4
8,922	July 1, 1887	6	25.15	3	24.83	6	204,447	131.05	2	30 0	9 0	5	1	[14]15
		2	26.69	1	26.34	6	204,447	131.05	[12]	30 2	9 0	5	1	
									[15]	35 4	9 0			
477	July 1, 1887	7	23.58	8	25.85	6	71,554	114.67	2	24 6	9 1	2	1	[16]1
666	July 1, 1887	91	21.91	92	21.18	6	100,339	107.20	1	22 2	9 4	3	1	3
									1	19 7	9 4			
1,142	July 1, 1887	91	9.84	92	9.84	.....	.....	.....	[18]1	20 10½	9 3			
896	July 1, 1887	91	20.70	92	24.94									
1,883	July 1, 1887	2	20.70	1	22.48	6	94,741	101.22	2	22 0	8 6	3	1	3
									[20]1	22 0	9 4			
175	Mar. 27, 1887	1	9.47	2	8.69	6	32,822	105.20	2	21 0	7 6	1	1	1
945	July 1, 1889	1	21.93	4	24.37	6	57,040	106.80	1	15 6	6 6	[22]2	1	2
									[21]	13 0	7 0			
104	July 1, 1888	80	14.40	83	13.86	[21]6	31,481	100.90	1	6 0	8 0	1	1	1
		82	18	81	15.96	6								
1,813	July 1, 1888	59	19.05	60	21	7	87,096	119.31	1	18 0	9 3	2	1	2
.....	.....	6	29.40	5	29.40	6	5,275	79.32	1	14 8	9 0	1	1	1
307	July 1, 1887	122	25.45	121	28	6	43,761	140.26	1	13 10	9 5	1	1	1

[12] Balance of route (211.48 miles) covered by Mendota and Centralia, Ill., R. P. O.

[14] Two helpers on trains 6 and 3, and two helpers on trains 2 and 1 between Dubuque and Ackley, Iowa. One clerk detailed to transfer duty at Sioux City, Iowa.

[15] Reserve.

[16] One acting clerk additional.

[17] Distance (8.20 miles) covered by Ashland, Wis., and St. Paul, Minn., R. P. O.

[18] In reserve at Eau Claire, Wis.

[19] In reserve at St. Paul, Minn.

[20] Clerk alternates with the Larabee and Claremont R. P. O. in Buffalo and Emporium R. P. O. as helper.

[21] Clerk makes extra trips on trains Nos. 81 and 82 between Jasper, Tenn., and Bridgeport, Ala. (12 miles).

[22] This R. P. O. was established by order dated April 10, 1889; commenced service April 15 1889; the number of miles of service for the year ending June 30, 1889, was computed from the last-mentioned date.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, registers to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Easton and Hazleton, Pa.	2	69.18	Easton, Penn Haven Junction, Pa. (L. V.).	8010 (part)	[1]
			Penn Haven Junction, Hazleton, Pa. (L. V.).	8016 (part)	[2]14.80
East Saginaw and Howard City, Mich.	9	81.51	East Saginaw, Alma, Mich. (D., L. and N.)	[3]24039 (part)	38.76
			Alma, Howard City, Mich. (D., L. & N.)	24041	42.98
East Saginaw and Port Huron, Mich.[11]	9	92.06	East Saginaw, Zion, Mich. (F. and P. M.)	24025	79.19
			Zion, Port Huron, Mich. (F. and P. M.)	24043 (part)	[12]
Eatonton and Gordon, Ga.	4	38.48	Eatonton, Gordon, Ga. (Cent. R. R.)	15014	38.48
Eau Claire, Wis., and Wabasha, Minn.	10	49.40	Wabasha, Minn., Eau Claire, Wis. (Chi., Mil. and St. P.).	25047	49.27
Echo and Long Island City, N. Y.	2	56.75	Echo, Hicksville, N. Y. (L. I. R. R.)	6046	32.76
			Hicksville, Jamaica, N. Y. (L. I.)	6043 (part)	[13]
Edgar, Nebr., and Cheyenne, Wyo.	6	417.74	Edgar, Holdrege, Nebr. (Nebr. and Colo.)	34043	81.11
			Holdrege, Elwood, Nebr. (Neb. and Colo.)	34031	28.72
			Elwood, Nebr., Cheyenne, Wyo. (Nebr. and Colo.).	34042	307.82
Edmeston and Sidney, N. Y.	2	32.16	Edmeston, Sidney, N. Y. (N. Y., O. and W.).	6101	32.16
Egan, Dak., and Sioux City, Iowa.	10	125.38	Egan, Sioux Falls, Dak. (Chi., Mil. and St. P.).	[14]35007 (part)	34.91
			Sioux Falls, Elk Point, Dak. (Chi., Mil. and St. P.).	27034	78.61
			Elk Point, Dak., Sioux City, Iowa (Chi., Mil. and St. P.).	35001 (part)	[15]
Elba and Rocky Mount, Va.	3	87.26	Elba, Rocky Mount, Va. (Rich. and Dan.)	11022	87.47
Elloree and Pregnalls, S. C.	4	35.53	Elloree and Pregnalls, S. C. (Eutawville R. R.).	14022	35.53
Elmira, N. Y., and Blossburgh, Pa.	2	52.41	Elmira, N. Y., Blossburgh, Pa. (N. Y., L. E. and W.).	8020 (part)	[16]49.35
Elmira, N. Y., and Williamsport, Pa.	2	79.13	Elmira, N. Y., Williamsport, Pa. (No. Central).	8021	78.81
El Paso, Tex., and Los Angeles, Cal.[24]	8	804.28	Deming, N. Mex., El Paso, Tex. (Southern Pacific).	39005	88.70
			Deming, N. Mex., Yuma, Aris. (Southern Pacific).	40001	465.15
			Yuma, Aris., Los Angeles, Cal. (Southern Pacific).	46014 (part)	247.43
Ellsworth and Wichita, Kans.	7	106.61	Ellsworth, Wichita, Kans. (St. L. and S. F.).	33087	106.61
Emporia and Moline, Kans.	7	85.31	Emporia, Howard, Kans. (A., T. and S. F.)	33023	77.65
			Howard, Moline, Kans. (K. C., E. and S.)	33064	8.76
Erie and Pittsburgh, Pa.	2	148	Erie, Wampum Junction, Pa. (E. and P.).	8044 (part)	[18]105.75
			Wampum Junction, Kenwood Junction, Pa	817	12.50
			Kenwood Junction, Pittsburgh, Pa.	21 (part)	[19]

[1] 52.50 miles covered by New York and Elmira R. P. O.

[2] Service performed in New York and Elmira R. P. O.

[3] Double daily service except Sunday.

[4] One helper, Easton to Hazleton and return.

[5] Additional daily service to Mauch Chunk and return (45.50 miles.)

[6] 8.80 miles covered by Hazleton and Sunbury R. P. O.

[7] In reserve.

[8] Remainder of route (7.20 miles), Alma to Ithaca, Mich., covered by closed pouch service. (See Table C[c].)

[9] One clerk appointed to the Ludington and Toledo R. P. O. alternates between this line and the Manistee and East Saginaw R. P. O.

[10] Held in reserve.

[11] Runs on route 24042, Zion to Port Huron, Mich., (13 miles).

[12] One clerk alternates between the East Saginaw and Port Huron, Caseville and Pontiac, and Port Austin and Port Huron R. P. O's.

[13] Shown in report of Port Austin and Port Huron R. P. O.

[14] 25.19 miles covered by Greenport and New York R. P. O.

[15] Cars and clerks shown on route 6046.

[16] East Division, Edgar to Holdrege, Nebr. (80.94 miles).

on June 30, 1889—Continued.

Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
Train No. outward.	Av'ge speed (miles).	Train No. inward.	Av'ge speed (miles).					Length.	Width.			
								Ft. In.	Ft. In.			
53	10. 14	54	11. 11	7	24, 313	66. 61	1	12 0	7 0	1	1	1
7	19. 3	8	21	7	154, 431	105. 77	1	21 9	8 9	4	1	4
							1	22 9	8 9			
7	22. 1	8	26. 1	7	.....	.....	[6]1	24 9	8 11			
7	22. 1	8	24. 6	7								
5	18	6	18	6	27, 100	86. 86	1	14 0	9 2	1	1	1
							[6]1	10 0	9 0			
425	24. 38	426	25	7	68, 868	[4]124. 33 [5]	1	14 5	9 2½	1	1	1
425	26. 36	426	22. 59	7								
50	28	51	30. 6	7	119, 990	109. 58	1	24 0	9 2	3	1	3
							[7]1	20 4	9 1			
50	20. 3	51	20	7								
335	26. 40	336	25. 83	7	72, 277	[9]124. 33	1	13 4½	9 3½	2	1	2
2	19. 71	1	18. 65	6	71, 866	115. 17	[9]2	14 0	8 0	2	1	2
6	29. 21	5	28. 12	6	40, 048	128. 36	1	11 11½	7 8	1	1	1
27	12. 94	26	23. 29	6	24, 224	77. 64	1	6 0	9 6	1	1	1
2	29. 56	1	24. 97	6	210, 744	168. 86	[10]3	20 0	9 0	4	1	[11]5
							1	23 0	9 0			
4	25. 71	1	26. 66	6	38, 276	122. 68	1	22 0	9 0	1	2	2
106	22. 88	105	23. 25	6	151, 839	121. 66	2	50 0	5	4	2	8
1	20. 86	2	20. 86	6	134, 410	143. 60	3	17 3	7 4	3	1	3
							[12]1	12 0	7 5			
1	22. 94	2	20. 28	7	159, 337	109. 13	2	26 3	9 4	4	1	4
							[13]2	23 7½	8 11			
453	23. 41	454	23. 12	7	189, 647	129. 90	2	21 5	9 2½	4	1	4
							1	19 4	8 11½			
463	23. 63	464	23. 63	7								
463	25. 10	464	25. 10	7								
463	18. 45	464	18. 45	7								
13	23. 68	14	22. 61	7	60, 824	[15]120. 64	1	25 0	9 1½	2	1	2
632	20. 06	631	20. 70	7	223, 161	101. 99	2	18 2	9 2	6	1	[21]7
							2	17 10	9 5			
621	20. 11	622	20. 41									
15	9. 06	16	10. 51									
55	23. 82	56	23. 82	7	23, 594	64. 56	1	9 6	7 0	1	1	1
57	23. 86	58	23. 86	7								
641	12. 98	642	13. 46	7	51, 125	178. 76	1	14 2	9 4	1	1	1
							[24]1	17 10	9 5			

rear as Fort Scott and Kiowa,

ute 33033, between Wichita and
s., covered by Wichita and Kio-
P. O.
ute 33008, between Kansas City,
Scott, Kans., covered by Kansas
Memphis, Tenn., R. P. O.
nates between this line and the
Cherry Vale, Kans., and Yates
edan, Kans., R. P. O.
vided at Little Rock, Ark., into two divisions: Little Rock and Fort Smith, Ark. (168 miles), and Little Rock, Ark., and Leland, Miss. (137.70 miles).

[10] Arkansas City and Warren, Ark., R. P. O., also runs over 7.30 miles of route 29007, between Arkansas City and Trippe, Ark.

[11] One helper between Little Rock and Atkins, Ark. (63.60 miles).

[12] 13.90 miles distance on route 29019 covered by Monett, Mo., and Paris, Tex., R. P. O.

[13] Service established September 17, 1888.

[24] Reserve.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*).	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Essex Junction, Vt., and Boston, Mass.	1	241.86	Essex Junction, Bellows Falls, Vt. (Cen. Vt.).	2003	127.97
			Bellows Falls, Vt., Fitchburg, Mass. (Cheshire).	3055	64.60
			Fitchburg, Boston, Mass. (Fitch.)	3021	[c]
				[d](part)	
Eufaula and Ozark, Ala.	4	59.51	Eufaula, Ozark, Ala. (Sav. and West. R. R.)	17021	59.51
Eureka and Hydesville, Cal[e]	8	26.70	Eureka, Hydesville, Cal. (Eel River and Eureka R. R.).	46044	26.70
Evansville, Ind., and Providence, Ky.	5	72.09	Evansville, Ind., Madisonville, Ky. (Louis. and Nash.).	23032	[c]
				(part)	
			Madisonville, Providence, Ky. (Louis. and Nash.).	20031	16.67
Fairbury and Nelson, Nebr.[g]	7	51.20	Fairbury, Nelson, Nebr. (C., R. I. and P.)	[h]33076	51
				(part)	
Fairland and Martinsville, Ind.	5	37.87	Fairland, Martinsville, Ind. (Fair., Frank. and Martins.).	22016	37.85
Fairmont and Chester, Nebr.	6	48	Fairmont, Hebron, Nebr. (B. and M. R. in Nebr.).	34034	36.45
			Hebron, Chester, Nebr. (Nebr. and Colo.)	34024	12.20
Fargo, Dak., Barnesville and St. Paul, Minn.	10	243.88	Fargo, Dak., Barnesville, Minn. (St. P., Minn. and Man.).	26005	[i]
				(part)	
			Barnesville, St. Cloud, Minn. (St. P., Minn. and Man.).	26004	[i]
				(part)	
			St. Cloud, Minneapolis, Minn. (St. P., Minn. and Man.).	26040	[i]
				(part)	
			Minneapolis, St. Paul, Minn. (St. P., Minn. and Man.).	26006	[i]
				(part)	
Fargo and La Moure, Dak	10	88.15	Fargo, La Moure, Dak. (Nor. Pac.)	[j]35015	88.15
				(part)	
Fargo and Minnewaukon, Dak.	10	183.25	Fargo, Jamestown, Dak. (Nor. Pac.)	26001	[k]
				(part)	
			Jamestown, Minnewaukon, Dak. (Nor. Pac.)	35016	90.25
Fargo, Dak., Willmar and St. Paul, Minn.[l]	10	267.38	Fargo, Dak., Moorhead, Minn. (St. P., Minn. and Man.).	26005	[l]
				(part)	
			Moorhead, Minn., Wahpeton, Dak. (St. P., Minn. and Man.).	26003	45.02
			Wahpeton, Dak., Breckenridge, Minn. (St. P., Minn. and Man.).	35003	[m]
				(part)	
			Breckenridge, St. Paul, Minn. (St. P., Minn. and Man.).	26006	214.58
Farley and Cedar Rapids, Iowa	6	57.81	Farley, Cedar Rapids, Iowa (Chi., Mil. and St. P.).	27020	57.87
Farmington and Lewiston, Me.	1	47.12	Farmington, Leeds Junction, Me. (Me. Cen.).	3	36.30
				[n](part)	
			Leeds Junction, Lewiston, Me. (Me. Cen.)	5	.....
				[o](part)	[o]
Farmington and Pendleton, Oregon.	8	190.40	Farmington, Oregon, Colfax, Wash	43016	27.20
			Colfax, La Cross Junction, Wash. (Columbia and Palouse R. R.).	43006	25.80
				(part)	[p]
			La Cross Junction, Riparia, Wash	43019	24.60
			Riparia, Bolles Junction, Wash	43010	31.80
			Bolles Junction, Walla Walla, Wash	43008	24.20
				(part)	
			Walla Walla, Wash., Pendleton, Oregon	43017	47.43

[a] One clerk detailed as transfer clerk at Rutland, Vt.
[b] Reserve cars.
[c] Covered by Boston and Troy R. P. O. (49.60 miles).
[d] Balance of route covered by Bos. and Troy R. P. O. (55.80 miles).
[e] New service May 29, 1889.
[f] Covered by Nashville and St. Louis R. P. O. (49.79 miles).
[g] One car in reserve.
[h] Reported last year as a part of the St. Joseph, Mo., and Nelson, Nebr., R. P. O.
[i] 116.26 miles distance of route 38076 covered by St. Joseph, Mo., and Colorado Springs, Colo., R. P. O.
[j] Distance (24.52 miles) covered by Boundary Line (n. o.), Dak., and St. Paul, Minn., R. P. O.
[k] One helper between St. Paul and St. Cloud, Minn., daily.
[l] Distance (143.79 miles) covered by Boundary Line (n. o.), Dak., and St. Paul, Minn., R. P. O.
[m] Distance (60.30 miles) covered by Boundary Line (n. o.), Dak., and St. Paul, Minn., R. P. O.
[n] Distance (10.68 miles) covered by Fargo, Dak., Wilmar and St. Paul, Minn., R. P. O.
[o] Balance of route, La Moure to Edgeby, Dak., (21.90 miles) covered by closed-pouch service. (See table C[a].).
[p] Distance (93 miles) covered by St. Paul, Minn., and Mandan, Dak., R. P. O.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crow.	Number of clerks appointed to line.
		Train No. outward.	Av'geaped (miles).	Train No. inward.	Av'geaped (miles).					Length.	Width.			
Lbs.										*Ft. In.*	*Ft. In.*			
4,629	July 1, 1889	53	23.58	82	24.72	6	150,920	120.93	1	[13] 3 9	6 10	4	2	[19]
									1	4 2	6 10			
3,820	July 1, 1889	53	28.87	82	28.23									
									[22]	24 0	6 10			
8,109	July 1, 1889	53	28.33	82	31.99									
223	July 1, 1889	51	15	52	18	7	43,442	119.02	1	24 8	9 1	1	1	1
444	Aug. 20, '82	1	20.53	2	18.35	12	27,082	106.80	1	12 0	8 10	1	1	1
		3	13.35	4	20.53									
4,071	July 1, 1887	69	15.30	70	15.30	6	44,984	144.18	[12]	10 0	9 0	1	1	1
72	July 1, 1888	69	16.67	70	22.20	6								
769	July 1, 1888	9	24.57	10	24.57	7	87,376	102.40	1	14 6	7 1	1	1	1
180	July 1, 1888	91	11.64	90	10.32	6	23,631	75.74	1	11 0	7 0	1	1	1
353	Mar. 30, '87	105	32.15	106	23.93	6	29,952	96.00	1	8 6	7 4	1	1	1
159	July 1, 1887	105	30.79	106	23.60									
2,863	July 1, 1887	2	23.89	1	23.89	6	151,869	121.69	1	24 6	9 4	4	1	[15]
4,496	July 1, 1887	2	26.52	1	24.64	.....	.....	.....	1	24 7	9 4			
6,586	July 1, 1887	2	27.48	1	25.65									
4,967	July 1, 1887	2	18.30	1	18.30									
425	July 1, 1889	33	21.12	34	21.12	6	55,006	176.30	1	24 0	8 10	1	1	1
11,448	July 1, 1887	3	23.77	4	21	6	114,348	122.16	1	24 6	9 1	3	1	3
									1	30 0	9 1			
		53	10.89	54	13.68									
2,863	July 1, 1887	10	12	9	12	7	195,187	267.38	2	24 7	9 1	4	1	[18]
1,485	July 1, 1889	10	27.93	9	24.88	.....	.....	.....	[20] 1	24 7	9 3			
763	July 1, 1886	10	13.71	9	19.20									
4,937	July 1, 1887	8	24.76	7	24.26	6	98,704	158.18	1	24 7	9 3	[22] 2	1	
									1	24 6	9 4			
408	July 1, 1888	64	19.26	63	17.34	6	36,073	115.62	1	18 1	7 7	1	1	1
1,078	July 1, 1889	56	19.80	67	21.78	6	29,402	94.24	1	14 6	6 6	1	1	1
2,250	July 1, 1889	56	12.84	67	11.67									
140	July 1, 1888	5	24.72	6	22.66	7	138,992	95.20	3	24 6	9 0	4	1	4
409	July 1, 1886	5	26.52	6	29.34									
1,142	July 1, 1889	5	23.42	6	22.77									
		5	23.33	6	26.92									
42	July 1, 1886	5	21.04	6	24.20									
		5	22.42	6	21.90									

[17] Reported last year as part of Neche, Dak., and St. Paul, Minn., R. P. O.

[18] Distance (1 mile) covered by Boundary Line (n. o.), Dak., and St. Paul, Minn., R. P. O.

[19] Two helpers, St. Paul, Minn., to meeting point.

[20] In reserve at St. Paul, Minn.

[21] Distance (1 60 miles) covered by Larimore, Dak., and Breckenridge, Minn., R. P. O.

[22] Short run, St. Paul to Morris, Minn. (158.18 miles).

[23] Balance of route covered by Bath and Lewiston R. P. O. (15.03 miles), and closed-pouch service between Leeds Junction and Lewiston (16.32 miles). *(See Table C°.)*

[24] Balance of route covered by Skowhegan and Portland R. P. O. (92.27 miles).

[25] Covered by Skowhegan and Portland R. P. O. (10.66 miles).

[26] New service, covering portion of Dayton, Wash., and Umatilla, Oregon, and Moscow, Idaho, and Connell, Wash., discontinued by establishment of this service, Nov. 2, 1888. Balance of route 43006 (27.80 miles), Moscow to Colfax (53.70 miles), La Crosse Junction to Connell, closed-pouch service. (See Table C°.) 14.34 miles, route 43008, Dayton to Bolles Junction, closed-pouch service. (See Table C°.)

TABLE A[a].—*Statement of railway post-offices in operati*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Grafton, W. Va., and Chicago, Ill.[1]	5	200.46	Grafton, W. Va., Bellaire, Ohio (Balto. and Ohio).	[2]10003 (part)	1
Eastern Division[3]	...	.....	Bellaire, Newark, Ohio (Cent. Ohio)	[2]21001 (part)	193.
Western Division[7]	5	359.78	Newark, Chicago, Ohio (Balto. and Ohio).	21010 (part)	(8)
			Chicago, Ohio, Chicago, Ill. (Balto. and Ohio).	21047	271.
Grafton, W. Va., and Cincinnati, Ohio.	5	300.37	Grafton, Parkersburgh, W. Va. (Balt. and Ohio).	12002	(9)
			Parkersburgh, W. Va., Cincinnati, Ohio (Cin., Wash. and Balto.).	21028	195.
Grafton and Parkersburgh, W. Va.	3	104.54	Grafton, Parkersburgh, W. Va., (Balto. and Ohio).	12002	104.
Grafton and Wheeling, W. Va..	3	99.44	Grafton, Benwood Junction (n. o.), W. Va. (Balto. and Ohio).	10003	95.
			Benwood Junction (n. o.), Wheeling, W. Va. (Balto. and Ohio).	12015	4
Grandin and Willow Springs, Mo.[14]	7	80.92	Willow Springs, Grandin, Mo. (C. R.)	28068	80.
Grand Ledge and Grand Rapids, Mich.[15]	9	53.95	Grand Ledge, Grand Rapids, Mich. (D., L. and W.).	24079	53.
Grand Rapids, Mich., and Cincinnati, Ohio.[17]	5	309.06	Grand Rapids, Mich., Fort Wayne, Ind. (Grand Rap. and Ind.).	24018 (part)	(10
			Fort Wayne, Richmond, Ind. (Grand Rap. and Ind.).	22021	92.
			Richmond, Ind., to Cincinnati, Ohio (Chic. St. L. and Pitts.).	21025	(10
Grand Rapids, Mich., and Elkhart, Ind.[21]	9	115.02	Grand Rapids, White Pigeon, Mich. (L. S. and M. S.).	24004	96.
			White Pigeon, Mich, Elkhart, Ind. (L. S. and M. S.).	21095 (part)	(12
Grand Rapids, Mich., and La Crosse, Ind.	9	154.54	Grand Rapids, Mich., La Crosse, Ind. (C. and W. M.).	24021	154
Great Bend and Scott, Kans....	7	121.12	Great Bend, Scott, Kans. (C., K. and W.)..	33059	121
Great Falls and Helena, Mont..	10	99.14	Great Falls, Helena, Mont. (Mont. Central)	[2]38005 (part)	99
Greeley and Denver, Colo.....	7	98.43	Greeley, Fort Collins, Colo. (G., S. L. and P.).	[2]28127 (part)	28
			Fort Collins, Denver, Colo. (Colo. Cent.)..	[2]38003	71
Greenport and New York, N. Y.	2	98.60	Greenport, Long Island City, N. Y. (Long Island).	6045	98
Green River, Wyo., and Huntington, Oregon.	6	571.22	Green River, Granger, Wyo. (Union Pac.)	34001 (part)	(11
			Granger, Wyo., Huntington, Oregon (Oregon Short Line).	37001	54
Greensborough and Winston, N. C.	3	29.10	Greensborough, Winston, N. C. (Rich. and Dan.).	13012	29

[1] This line is in two divisions, dividing at Newark, Ohio.

[2] For balance of route, Grafton to Benwood Junction, W. Va. (95.32 miles), see Third Division report.

[3] One car in reserve.

[4] One clerk detailed to transfer duty at Newark, Ohio. One clerk detailed to transfer duty at Shelby, Ohio.

[5] Eastern Division, Grafton, W. Va., to Newark, Ohio, postal car running on trains 6 and 5, between Baltimore, Md., and Newark, Ohio, seven times per week.

[6] Closed-pouch service between Newark and Columbus, Ohio (33.85 miles). (See Table C[c].)

[7] Western Division, Newark, Ohio, to Chicago, Ill., postal car running on trains Nos. 9 and 10, six times per week, cars lying over on west trips two hours and forty minutes, and on east trips one hour and five minutes at Newark, Ohio. This R. P. O., together with Sandusky and Wheeling and Grafton and Wheeling R. P. O.'s forms double daily service betw Grafton, W. Va., and Chicago, Ohio.

[8] Covered by Sandusky and Wheeling R. P (88.04 miles).

[9] Covered by lines of Third Division, 104.50 m

[10] 13 cars on line between Baltimore, Md., and Louis, Mo. (See Baltimore and Grafton R O., in Third Division report, for full eq ment of line.).

[11] Day line.

[12] Four clerks running in mail-apartment cars cinnati, Ohio, to Parkersburgh, W. Va., Parkersburgh, W. Va. to Chillicothe, Ohi trips west, act as helpers to day line Chillicothe to Cincinnati, Ohio. Second cl of day line run east from Cincinnati to C cothe, Ohio, in mail apartment, with Par burgh and Cincinnati R. P. O., as help Four clerks detailed to transfer duty at cinnati, Ohio. One clerk detailed to cle duty in office superintendent, Cincinn Ohio.

United States on June 30, 1889—Continued.

Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	Train No. outward.	Av'ge speed (miles).	Train No. inward.	Av'ge speed (miles).					Length.	Width.			
									Ft. In.	Ft. In.			
July 1, 1885	5	29.46	6	30.54	7	146,336	100.23	[24]	51 0	8 10	4	2	[418]
July 1, 1888	5	34.92	6	34.80	7								
July 1, 1888	9	24.12	[10]	22.01	6	224,503	179.89	2	51 0	8 10	4	2	....
July 1, 1888	9	26.70	10	25.02	6								
July 1, 1884	3	29.10	4	31.38	7	219,270	150.18	([16])	50 0	4	[114]	3	[1233]
	1	31.38	2	33	7	219,270	.....	.....	.....	.....	[114]	3	
July 1, 1888	3	29.64	4	26.40	7								
	1	31.26	2	31.26	7								
July 1, 1889	647	24.95	646	21.89	6	65,233	104.54	1	20 8	8 9	2	1	2
July 1, 1885	3	20.06	4	20.06	7	72,591	99.44	1	17 10	8 3	2	1	2
July 1, 1889	3	9.60	4	9.60									
July 1, 1889	102	19.42	101	19.47	6	46,566	80.92	2	11 1/2	7 6	2	1	2
July 1, 1889	5	31.80	2	33.47	6	21,364	107.90	[102]	20 0	9 0	1	1	1
July 1, 1884	2	26.04	3	23.40	6	192,853	154.53	[23]	20 0	9 0	[124]	1	4
July 1, 1888	2	27.78	3	27.78	6								
July 1, 1889	2	26.40	3	26.40	6								
July 1, 1884	1	24.70	4	25.25	6	71,772	115.02	1	15 0	9 2			
	3	27.06	2	24.70	6	71,772	115.02	1	15 0	.....	4	1	4
July 1, 1888	1	31.50	4	28.05	6	([25])	([25])	.....	.....	.....			
	3	28.05	2	28.05	6	([25])	.....	.....	.....	.....			
July 1, 1884	4&16	21.88	1&19	19.16	6	96,433	103.02	2	15 0	9 0	3	1	3
July 1, 1882	355	16.70	356	17.30	6	75,579	121.12	1	20 9	9 3	2	1	2
								1	20 8½	9 3			
July 1, 1889	4	26.80	3	24.57	7	72,372	99.14	2	24 6	9 1	2	1	2
July 1, 1886	343	28.80	344	32.04	7	71,854	96.43	1	13 8	8 11	2	1	2
July 1, 1886	362	21.60	361	22.91	7								
July 1, 1889	46	28	49	27.34	6	61,528	131.70	1	17 10	8 7	4	1	[274]
	34	27.22	9	28.42	6	[21]61,528	.....	1	17 2	6 4			
July 1, 1886	501	26.05	502	28.06	7	416,990	163.30	[224]	50 8	9 4	7	1	7
July 1, 1888	501	25.76	502	26.39									
July 1, 1888	6	16.98	5	22.64	7	21,243	108.08	1	8 0	6 9	1	1	1
	8	17.15	7	16.17	6	18,158							

ine.
ervice. Not reported last year. Com-
ced July 30, 1888.
. P. O. established by order October 25,
Began service November 12, 1888.
r held in reserve.
t. P. O., in connection with Cadillac and
Wayne R. P. O. (Ninth Division), forms
ile daily (except Sunday) service between
id Rapids, Mich., and Fort Wayne, Ind:
ed by lines of Ninth Division, 142.13 miles.
clerks do no local work between Rich-
d, Ind., and Cincinnati, Ohio, running in
of Chicago, Richmond and Cincinnati
. O. in both directions as helpers.
ed by Chicago, Richmond and Cincinnati
. O. (74.63 miles).
e service daily, except Sunday.

[22] Shown in report of New York and Chicago R. P. O.
[23] Reported on route 24004.
[24] Balance of route (73.62 miles) covered by Helena and Butte, Mont., R. P. O.
[25] 15.14 miles of route 38027, between Fort Collins and Stout, Colo., covered by closed-pouch service. (See Table C[e].)
[26] Denver and Georgetown, Colo., R. P. O. also runs over 3.20 miles of route 38003, between Denver and Argo Junction (n. o.), Colo.
[27] One clerk detailed to carry registers into New York post-office and for duty in lobby of New York post-office.
[28] Distance (30.40 miles) covered by Omaha, Nebr., and Ogden, Utah, R. P. O.
[29] Whole cars.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*).	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Fort Wayne, Ind., and Cincinnati, Ohio.	5	178.79	Fort Wayne, Beesons, Ind. (Ft. Way., Cin. and Louis.).	22020	102.96
			Beesons, Ind., Harrison, Ohio (White Water).	21031	48.92
			Harrison, Valley Junction, Ohio (Cin., Ind., St L. and Chic.).	21071	7.75
			Valley Junction, Cincinnati, Ohio (Cin., Ind., St. L. and Chic.).	22003 (part)	[2]
Fort Worth and Guide, Tex....	11	53.78	Fort Worth, Waxahachie, Tex. (Ft. W. and N. O.).	31052	41.88
			Waxahachie, Guide, Tex. (C. T. and N. W.).	31021	12.30
Frankfort, Ind., and St. Louis, Mo.	5	246.16	Frankfort, Ind., East St. Louis, Ill. (Tol., Cin. and St. L.).	22046	244.55
Fredericksburgh and Orange Court House, Va.	3	38.92	Fredericksburgh, Orange Court House, Va. (Poto., Fred. and Piedm't).	11020	39
Fremont and Lincoln, Nebr....	6	52.67	Fremont, Lincoln, Nebr. (Fre., Elk. and Mo. Vall.).	34037	52.97
Gainesville and Social Circle, Ga.	4	52.29	Gainesville, Social Circle, Ga. (G., J. and S. R. R.).	15034	52.29
Galesburgh and Havana, Ill ...	6	62.03	Galesburgh, Havana, Ill. (Fulton Co., N. G.).	23067	60.45
Galveston, Ark., and Shreveport, La.[4]	11	61.04	Galveston, Ark., Shreveport, La. (St. L., Ark. and Tex.).	30019	61.04
Galva, Ill., and Burlington, Iowa.	6	85.15	Galva, Gladstone, Ill. (Chi., Bur. and Qcy.).	23070	74.54
			Gladstone, Ill., Burlington, Iowa (Chi., Bur. and Qcy.).	23067 (part)	[5]
Garrison and Butte City, Mont.	10	52.14	Silver Bow, Garrison, Mont. (Mont. Union).	36001	44.90
			Silver Bow, Butte City, Mont. (Utah Northern).	36009	[6]
Geneva, N. Y., and Williamsport, Pa.	2	172.29	Geneva, Corning, N. Y. (F. B. Coal Co.) ...	6103	57.76
			Corning, N. Y., Stokesdale Junction, Pa. (F. B. Coal Co.).	8065 (part)	[7]35.20
			Williamsport, Stokesdale Junction, Pa. (F. B. Coal Co.).	8150	78.52
Georgetown and Cincinnati, Ohio.	5	47.86	Georgetown, Columbia, Ohio (Cin., Geo. and Ports.).	21060	42.17
			Columbia, Cincinnati, Ohio (Pitts., Cin. and St. L.).	21014 (part)	[11]
Georgetown, Del., and Franklin City, Va.	2	56.26	Georgetown, Del., Franklin City, Va. (P., W. and B.).	9506 (part)	[12]55.21
Gilman and Springfield, Ill.....	6	112.77	Gilman, Springfield, Ill. (Ills. Central)	23034	112.71
Girard and Galena, Kans.....	7	47.68	Girard, Kans., Joplin, Mo. (St. L. and S. F.).	33020	38.77
			Joplin, Mo., Galena, Kans. (St. L. and S. F.).	[13]28054 (part)	9.28
Glyndon, Md., and Gettysburgh, Pa.	2	51.42	Gettysburgh, Valley Junction, Pa. (W. Md.).	8102 (part)	[14]23.30
			Valley Junction, Intersection, Pa. (W. Md.).	8082	7.20
			Intersection, Pa., Glyndon, Md. (W. Md.)..	10020	20.32
Goldsborough and Greensborough, N. C.	3	130.01	Goldsborough, Greensborough, N. C. (Rich. and Dan).	13004	130.05
Goldsborough and Morehead City, N. C.	3	94.93	Goldsborough, Morehead City, N. C. (A. and N. C.).	13005	93.91
Grafton and Belington, W. Va.	3	41.84	Grafton, Belington, W. Va. (Grafton and Green.).	12012	42

[1] One car in reserve.
[2] Covered by Chicago and Cincinnati R. P. O. (21.20 miles).
[3] Reserve.
[4] Established July 19, 1888.
Distance (9.40 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.
[5] Distance (8.08 miles) covered by Butte City, Mont., and Ogden, Utah, R. P. O.
[7] 15.80 miles covered by closed-pouch service. (See Table C[a].)
[8] Cars and clerks shown on route 6103.
[9] Car dropped and received at Columbia, Ohio. No local work done between Cincinnati and Columbia, Ohio.
[10] August 7, 1888, additional R. P. O. service placed on trains Nos. 5 and 2. Clerks now make two round trips daily, except Sunday.

the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules). Train No. outward.	Av'ge speed (miles).	Train No. inward.	Av'ge speed (miles).	Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures). Length.	Width.	Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
Lbs.										*Ft. In.*	*Ft. In.*			
661	July 1, 1888	1	24.18	2	24.18	6	111,565	119.19	[13]	12 0	7 6	3	1	3
739	July 1, 1888	1	21	2	21	6								
990	July 1, 1888	1	23.40	2	23.40	6								
23,584	July 1, 1888	1	33.60	2	21.20	6								
244	Oct. 18, 1886	44	24.80	43	23.14	7	39,259	107.56	1	17 6	8 10	1	1	1
									[21]	14 0	8 10			
446	July 1, 1886	44	24	43	24									
197	July 1, 1888	1	11.52	2	11.58	6	153,604	123.08	2	20 0	8 8	4	1	4
									[23]	12 0	5 11			
234	July 1, 1889	1	13.81	2	13.81	6	24,286	77.64	1	7 0	7 4	1	1	1
324	Jan. 17, 1887	43	27.60	42	28.85	7	38,449	105.34	1	22 0	9 3	1	1	1
									[11]	17 0	9 3			
197	July 1, 1888	2	13	1	13	6	32,630	104.58	1	6 4	5 4	1	1	1
267	July 1, 1887	1	18.95	2	15.32	6	38,707	124.06	1	6 0	6 0	1	1	1
167	July 1, 1889	72	12.32	73	12.40	6	36,536	117 10	1	24 6	9 0	1	1	1
587	July 1, 1887	141	30.82	142	24.83	6	53,134	170.30	1	11 0	6 11	1	1	1
83,760	July 1, 1889	141	28.20	142	28.20									
.....	.....	2	27.19	1	26.81	7	38,062	104.28	1	15 6	9 4	1	1	1
									[21]	15 6	9 4			
.....	.....	2	25.36	1	21.46									
822	July 1, 1889	1	26.76	6	23.89	6	107,509	114.86	2	15 0	9 0	3	1	3
									[11]	15 0	9 0			
754	July 1, 1889	1	23.32	6	22.23	6	.....	.....	[8]	.....	.....	[8]		
756	July 1, 1889	1	23.70	6	27.08	6	.....	.....	[8]	.....	.....	[8]		
760	July 1, 1888	3	17.46	4	16.98	6	29,865	95.72	[9]2	10 0	7 0	2	1	2
		[10]5	12.06	2	11.78	6	26,807							
26,660	July 1, 1889	3	11.28	4	11.28	6								
		5	9.42	2	11.28	6								
435	July 1, 1889	401	26.16	412	26.37	6	35,106	112.52	1	11 8	6 8	1	1	1
531	July 1, 1887	1	22.54	2	22.54	6	70,268	112.77	1	11 8	7 5	2	1	2
									1	13 10	7 5			
257	July 1, 1886	26	19.38	25	19.38	7	34,806	95.36	1	12 0	7 3	1	1	1
681	July 1, 1887	27	22.27	28	18.56	7								
729	July 1, 1889	65	21.59	76	27	6	[15]32,086	102.84	1	14 3	7 5	2	1	2
		73	22.38	70	22.22	6	32,086	.....	1	19 7	8 4			
624	July 1, 1889	65	25.56	76	20.56	6	.....	.....	[16]	.....	.....	[16]		
		73	20.56	70	18.78	6								
725	July 1, 1889	65	25.40	76	24.86	6	.....	.....	[16]	.....	.....	[16]		
		73	23.42	70	23.88	6								
1,924	July 1, 1888	50	19.95	51	23.94	7	94,907	130.01	2	20 0	8 9	2	1	2
									[17]1	19 4	9 0			
625	July 1, 1888	51	22.61	50	21.23	6	59,236	94.93	1	10 6	8 1	2	1	2
									[17]1	11 1	8 6			
400	July 1, 1889	1	11.35	2	12.48	6	26,108	83.68	1	10 2	6 0	1	1	1

[11] Covered by Pittsburgh and Cincinnati R. P. O. (4.70 miles).
[12] 25.09 miles covered by Harrington and Lewes R. P. O.
[13] 10.16 miles of route 28054, between Oronogo and Joplin, Mo., covered by closed-pouch service. (See Table C°.)
[14] 6.63 miles covered by closed-pouch service. (See Table C°.)
[15] Double daily service except Sunday.
[16] Cars and clerks shown on route 8102.
[17] In reserve.

TABLE A[8].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Grafton, W. Va., and Chicago, Ill.[1]	5	200.46	Grafton, W.Va., Bellaire, Ohio (Balto. and Ohio).	[2]10003 (part)	1.3[3]
Eastern Division[5]	...	.....	Bellaire, Newark, Ohio (Cent. Ohio)	[4]21001 (part)	103.82
Western Division[7]	5	359.78	Newark, Chicago, Ohio (Balto. and Ohio).	21010 (part)	([6])
			Chicago, Ohio, Chicago, Ill. (Balto. and Ohio).	21047	271.28
Grafton, W. Va., and Cincinnati, Ohio.	5	300.37	Grafton, Parkersburgh, W. Va. (Balt. and Ohio).	12002	([7])
			Parkersburgh, W. Va., Cincinnati, Ohio (Cin., Wash. and Balto.).	21028	195.30
Grafton and Parkersburgh, W. Va.	3	104.54	Grafton, Parkersburgh, W. Va., (Balto. and Ohio).	12002	104.50
Grafton and Wheeling, W. Va..	3	99.44	Grafton, Benwood Junction (n. o.), W.Va. (Balto. and Ohio).	10003	95.25
			Benwood Junction (n. o.), Wheeling, W. Va. (Balto. and Ohio).	12015	4
Grandin and Willow Springs, Mo.[14]	7	80.92	Willow Springs, Grandin, Mo. (C. R.)	28066	80.92
Grand Ledge and Grand Rapids, Mich.[15]	9	53.95	Grand Ledge, Grand Rapids, Mich. (D., L. and W.).	24079	53.95
Grand Rapids, Mich., and Cincinnati, Ohio.[17]	5	309.06	Grand Rapids, Mich., Fort Wayne, Ind. (Grand Rap. and Ind.).	24018 (part)	([16])
			Fort Wayne, Richmond, Ind. (Grand Rap. and Ind.).	22021	92.66
			Richmond, Ind., to Cincinnati, Ohio (Chic. St. L. and Pitts.).	21025	([20])
Grand Rapids, Mich., and Elkhart, Ind.[21]	9	115.02	Grand Rapids, White Pigeon, Mich. (L. S. and M. S.).	24004	96.35
			White Pigeon, Mich, Elkhart, Ind. (L. S. and M. S.).	21005 (part)	([22])
Grand Rapids, Mich., and La Crosse, Ind.	9	154.54	Grand Rapids, Mich., La Crosse, Ind. (C. and W. M.).	24021	154.18
Great Bend and Scott, Kans....	7	121.12	Great Bend, Scott, Kans. (C., K. and W.)..	33059	121.12
Great Falls and Helena, Mont..	10	99.14	Great Falls, Helena, Mont. (Mont. Central)	[24]36005 (part)	99.14
Greeley and Denver, Colo.....	7	98.43	Greeley, Fort Collins, Colo. (G., S. L. and P.).	[25]38127 (part)	24.03
			Fort Collins, Denver, Colo. (Colo. Cent.)..	[26]38003	74.71
Greenport and New York, N. Y.	2	98.60	Greenport, Long Island City, N. Y. (Long Island).	6045	95.23
Green River, Wyo., and Huntington, Oregon.	6	571.22	Green River, Granger, Wyo. (Union Pac.)	34001 (part)	([28])
			Granger, Wyo., Huntington, Oregon (Oregon Short Line).	37001	541.34
Greensborough and Winston, N. C.	3	29.10	Greensborough, Winston, N. C. (Rich. and Dan.).	13012	29.09

[1] This line is in two divisions, dividing at Newark, Ohio.

[2] For balance of route, Grafton to Benwood Junction, W. Va. (95.32 miles), see Third Division report.

[3] One car in reserve.

[4] One clerk detailed to transfer duty at Newark, Ohio. One clerk detailed to transfer duty at Shelby, Ohio.

[5] Eastern Division, Grafton, W. Va., to Newark, Ohio, postal car running on trains Nos. 5 and 6, between Baltimore, Md., and Newark, Ohio, seven times per week.

[6] Closed-pouch service between Newark and Columbus, Ohio (33.85 miles). (See Table C[8].)

[7] Western Division, Newark, Ohio, to Chicago, Ill., postal car running on trains Nos. 9 and 10, six times per week, cars lying over on west trips two hours and forty minutes, and on east trips one hour and five minutes at Newark, Ohio. This R. P. O., together with Sandusky and Wheeling and Grafton and Wheeling R. P. O.'s forms double daily service between Grafton, W. Va., and Chicago, Ohio.

[8] Covered by Sandusky and Wheeling R. P. O. (88.04 miles).

[9] Covered by lines of Third Division, 104.50 miles.

[10] 13 cars on line between Baltimore, Md., and St. Louis, Mo. (See Baltimore and Grafton R. P. O., in Third Division report, for full equipment of line.)

[11] Day line.

[12] Four clerks running in mail-apartment cars Cincinnati, Ohio, to Parkersburgh, W. Va., and Parkersburgh, W. Va. to Chillicothe, Ohio, on trips west, act as helpers to day line from Chillicothe to Cincinnati, Ohio. Second clerks of day line run east from Cincinnati to Chillicothe, Ohio, in mail apartment, with Parkersburgh and Cincinnati R. P. O., as helpers. Four clerks detailed to transfer duty at Cincinnati, Ohio. One clerk detailed to clerical duty in office superintendent, Cincinnati, Ohio.

on the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules). Train No. outward.	Av'ge speed (miles).	Train No. inward.	Av'ge speed (miles).	Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures). Length.	Width.	Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
Lbs.										*Ft. In.*	*Ft. In.*			
21, 912	July 1, 1885	5	29. 46	6	30. 54	7	146, 336	100. 23	[14]	51 0	8 10	4	2	[418]
9, 264	July 1, 1888	5	34. 92	6	34. 80	7								
8, 719	July 1, 1888	9	24. 12	[10]	22. 01	6	224, 503	179. 89	2	51 0	8 10	4	2	....
6, 904	July 1, 1888	9	26. 70	10	25. 02	6								
24, 107	July 1, 1884	3	29. 10	4	31. 38	7	219, 270	150. 18	([16])	50 0	4	[114]	3	[1233]
		1	31. 38	2	33	7	219, 270	.....	.....	.....	.....	[184]	3	
27, 445	July 1, 1888	3	29. 64	4	26. 40	7								
		1	31. 26	2	31. 26	7								
31, 239	July 1, 1889	647	24. 95	646	21. 89	6	65, 233	104. 54	1	20 8	8 9	2	1	2
21, 912	July 1, 1885	3	20. 06	4	20. 06	7	72, 591	99. 44	1	17 10	8 3	2	1	2
4, 471	July 1, 1889	3	9. 60	4	9. 60									
145	July 1, 1889	102	19. 42	101	19. 47	6	46, 566	80. 92	2	11 $\frac{1}{2}$	7 6	2	1	2
982	July 1, 1889	5	31. 80	2	33. 47	6	21, 364	107. 90	[162]	20 0	9 0	1	1	1
1, 831	July 1, 1884	2	26. 04	3	23. 40	6	192, 853	154. 53	[23]	20 0	9 0	[194]	1	4
1, 336	July 1, 1888	2	27. 78	3	27. 78	6								
2, 382	July 1, 1889	2	26. 40	3	26. 40	6								
1, 760	July 1, 1884	1	24. 70	4	25. 25	6	71, 772	115. 02	1	15 0	9 2			
		3	27. 06	2	24. 70	6	71, 772	115. 02	1	15 0	.....	4	1	4
98, 761	July 1, 1888	1	31. 50	4	28. 05	6	([25])	([25])	.....	.....	.....			
		3	28. 05	2	28. 05	6	([25])	.....	.....	.....	.....			
1, 829	July 1, 1884	4&16	21. 88	1&19	19. 16	6	96, 433	103. 02	2	15 0	9 0	3	1	3
574	July 1, 1888	355	16. 70	356	17. 30	6	75, 579	121. 12	1	20 9	9 3	2	1	2
									1	20 $8\frac{1}{2}$	9 $3\frac{1}{2}$			
1, 429	July 1, 1889	4	26. 80	3	24. 57	7	72, 372	99. 14	2	24 6	9 1	2	1	2
434	July 1, 1886	343	28. 80	344	32. 04	7	71, 854	98. 43	1	18 8	8 11	2	1	2
1, 496	July 1, 1886	362	21. 60	361	22. 91	7								
2, 102	July 1, 1889	46	28	49	27. 34	6	61, 526	131. 70	1	17 10	8 7	4	1	[274]
		34	27. 22	9	28. 42	6	[21]61, 526	.....	1	17 2	6 4			
27, 325	July 1, 1886	501	26. 05	502	28. 06	7	416, 990	163. 20	[224]	50 8	9 4	7	1	7
4, 793	July 1, 1888	501	25. 76	502	26. 39									
1, 150	July 1, 1888	6	16. 98	5	22. 64	7	21, 243	108. 08	1	8 0	6 9	1	1	1
		8	17. 15	7	16. 17	6	18, 158							

[14] Night line.
[16] New service. Not reported last year. Commenced July 30, 1888.
[18] This R. P. O. established by order October 25, 1888. Began service November 12, 1888.
[19] One car held in reserve.
[17] This R. P. O., in connection with Cadillac and Fort Wayne R. P. O. (Ninth Division), forms double daily (except Sunday) service between Grand Rapids, Mich., and Fort Wayne, Ind.
[18] Covered by lines of Ninth Division, 142.13 miles.
[19] These clerks do no local work between Richmond, Ind., and Cincinnati, Ohio, running in cars of Chicago, Richmond and Cincinnati R. P. O. in both directions as helpers.
[20] Covered by Chicago, Richmond and Cincinnati R. P. O. (74.63 miles).
[21] Double service daily, except Sunday.
[22] Shown in report of New York and Chicago R. P. O.
[23] Reported on route 24004.
[24] Balance of route (73.62 miles) covered by Helena and Butte, Mont., R. P. O.
[25] 15.14 miles of route 38027, between Fort Collins and Stout, Colo., covered by closed-pouch service. (See Table C°.)
[26] Denver and Georgetown, Colo., R. P. O. also runs over 3.20 miles of route 38003, between Denver and Argo Junction (n. o.), Colo.
[27] One clerk detailed to carry registers into New York post-office and for duty in lobby of New York post-office.
[28] Distance (30.40 miles) covered by Omaha, Nebr., and Ogden, Utah, R. P. O.
[29] Whole cars.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Greenup and Willard, Ky.	5	35.51	Greenup, Willard, Ky. (East. Ky.)	20013	34.31
Greenville and Bangor, Me	1	91.03	Greenville, Oldtown, Me. (Bang. and Pis.)	14	78.07
			Oldtown, Bangor, Me. (Me. Cen.)	[2]12 (part)	([3])
Greenville and Butler, Pa.	2	58.87	Greenville, Butler, Pa. (P. S. and L. E.)	8051	58.25
Greenville and Columbia, S. C.	4	144.33	Greenville, Columbia, S. C. (Rich. and Dan. R. R.).	14001	144.33
Greenville and Columbus, Ga.	4	50.78	Greenville, Columbus, Ga. (Sav. and West. R. R.).	15024	50.78
Greenville and Dallas, Tex	11	54.64	Greenville, Dallas, Tex. (D. and G.)	31055	54.64
Greenville and Laurens, S. C.	4	37.48	Greenville, Laurens, S. C. (P. R and W. C. Ry.).	14024	37.48
Greenville and Walhalla, S. C.	4	70.16	Greenville, Belton (Rich. and Dan. R. R.)	14001	([4])
			Belton, Walhalla, S. C. (Rich. and Dan. R. R.).	14016	44.33
Greenwood and Jackson, Miss.	4	100.46	Greenwood, Jackson, Miss. (Ill. Cent.)	18018	100.46
Greenwood Lake and New York, N. Y.	2	45.63	Sterling Forest, N. Y., Jersey City, N. J. (N. Y. and G. L.).	7034 (part)	[5]45.63
Greycourt, N. Y., and Belvidere, N. J.	2	63.36	Greycourt, N. Y., and Belvidere, N. J. (L. and H. R.).	7052	63.36
Griffin and Carrollton, Ga.	4	60.37	Griffin, Carrollton, Ga. (Sav., Grif. and N. A. R. R.).	15022	60.37
Griffin and Columbus, Ga.	4	80.50	Griffin, Columbus, Ga. (Ga. Mid. R. R.)	15051 (part)	80.25 ([7])
Gurdon and Camden, Ark.	11	37.07	Gurdon, Camden, Ark. (St. L., I. M. and S.).	29010	37.07
Gypsum and Marquette, Kans.	7	([8])	Gypsum, Marquette, Kans. (C. G., S. V. and W.).	33095	27.51
Hagerstown and Weverton	3	24.52	Hagerstown, Weverton, Md. (Balto. and Ohio).	10005	24.56
Hamden and Portsmouth, Ohio.	5	56.34	Hamden Junction, Portsmouth, Ohio. (Cin., Wash. and Balto.).	21018	56.35
Hannibal and Gilmore, Mo.	7	86.41	Hannibal, Gilmore, Mo. (St. L. and H.)	28029	86.41
Hannibal and Sedalia, Mo	7	143.35	Hannibal, Sedalia, Mo. (M. K. and T.)	28014	143.35
Harrington and Lewes, Del	2	40.79	Harrington, Georgetown. Del., (P., W. and B.).	9506 (part)	[12]25.09
			Georgetown, Lewes, Del., (P., W. and B.)	9504	16.02
Harrisburg, Pa., and Martinsburgh, W. Va.	2	94.79	Harrisburg, Pa., Martinsburgh, W. Va. (Cumb. Valley.)	8030	94.87
Hartford, Conn., and Millerton, N. Y.	1	70.96	Hartford, Conn., Millerton, N. Y. (Hart. and Conn. West.).	[11]5018 (part)	70.93
Hartford and Saybrook, Conn.	1	45.36	Hartford, Saybrook, Conn. (N. Y., N. H. and Hart., Val. Div.).	[12]5015 (part)	44.43
Hastings and Cologne, Minn	10	55.88	Hastings, Cologne, Minn. (Chi., Mil. and St. P.).	[12]26010 (part)	56.51
Havana and Springfield, Ill.	6	48.12	Havana, Springfield, Ill. (Jack. and So. East.).	23049	48.25
Haverstraw and New York, N. Y	2	43.41	Haverstraw, N. Y., Jersey City, N. J. (N. J. and N. Y.).	7024	41.66
Hayfield, Minn., and Dubuque, Iowa.	10	172.70	Hayfield, Minn., Dubuque, Iowa (Chi., St. P. and K. C.).	27095	172.68

[1] Reserve car.
[2] Balance of route covered by Vanceborough and
[3] Covered by Vanceborough and Bangor R. P. O (12.60 miles).
Bangor R. P. O. (102.26 miles).
[4] Reported in Greenville and Columbia R. P. O.
[5] 5.83 miles covered by closed-pouch service. (See Table C[c].)
[6] One car in reserve.
[7] 18.95 miles, Griffin to McDonough, closed-pouch service. (Table C[c].)
[8] *Reserve.*
[9] Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O. performs service over this route on east trips. On west trips route is supplied by closed-pouch service. (See Table C[c].)
[10] Covered by Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O.
[11] In reserve.
[12] One clerk detailed to transfer service at Hannibal, Mo. One helper daily, except Monday, between Hannibal and Moberly, Mo., (70.71 miles).

tates on June 30, 1889—Continued.

last st.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	Train No. outward.	Av'geSpeed (miles).	Train No. inward.	Av'geSpeed (miles).					Length.	Width.			
									Ft. In.	*Ft. In.*			
7	3	23. 73	4	23. 73	6	71, 080	113. 91	2	23 0	9 0	2	1	2
7	3	23. 68	4	24. 69									
)	[23]	30. 84	2	27. 60	[27]	62, 715	129. 69	4	20 0	8 0	5	1	5
	[21]	31. 08	4	33. 30	[27]	16, 211							
	1	22. 65	2	24. 62	6	56, 591	90. 69	[72]	15 4	8 8	2	1	2
	1	23. 58	2	22. 64	6	.....	.....	-([3])	.....	.....	([3])		
	21	19. 26	22	21. 42	6	122, 437	131. 02	3	22 0	9 6	5	1	[115]
						34, 182	.....	1	18 5	9 0			
	21	21	22	19. 74	6								
	21	26. 10	22	27. 60	[126]								
	17	23. 82	18	24. 54	6								
	21	24. 90	22	21. 60	6								
	17	24. 90	18	19. 20	6								
	3	25. 50	4	24. 22	7	296, 088	135. 20	4	24 9	9 1	6	1	7
	3	23. 15	4	22. 59									
	341	16. 84	342	15. 31	6	52, 541	84. 20	1	11 11	7 6½	2	1	2
	261	16. 03	262	16. 03	7	([15])	([15])	([15])	.....	.....	.....	.....	([16])
	80	19. 20	81	5. 26	6	[17]11, 981	76. 80	[72]	15 0	8 3	1	1	1
	84	19. 86	87	19. 20	6	11, 981							
;	1	24. 90	2	26. 46	6	95, 160	101. 67	[73]	20 5	9 2	3	1	3
8	10	33. 30	3	35. 10	7	81, 169	111. 19	4	19 0	9 0	2	[21]	[196]
	2	37. 06	1	37. 06	7	81, 169	.....	.....	.....	.....	2	[51]	
8	1	26. 55	6	28. 20	6	132, 550	106. 21	4	22 0	9 0	[34]	1	[2012]
	3	26. 34	4	24. 48	7	155, 067	.....	[212]	20 0	9 0	[54]	2	
88	9	27. 06	8	27. 90	6	165, 535	132. 64	[73]	40 0	9 0	4	1	[226]
888	9	24. 12	8	23. 40	6								
889	3	26. 52	4	26. 52	6	45, 583	146. 10	1	15 8	8 10	1	1	([24])
1889	5	26. 52	8	24. 79	6	150, 247	120. 39	[73]	16 0	8 10	4	1	([25])
1889	5	25. 02	8	25. 56	6								
,1888	5	26. 46	8	27. 66	6	72, 821	116. 70	[72]	20 0	8 0	2	1	2
3,1888	4	27. 69	5	28. 87	6	131, 003	139. 96	[73]	33 4½	9 7⅛	3	1	3
	2	22. 72	[22]	22. 27									
1, 1888	2	25. 36	1	24. 50	7	131, 458	90. 04	2	36 0	9 5	4	1	[226]
1, 1889	8	23. 32	9	23. 32	6	21, 840	70	1	7 10	6 8	1	1	1
								[71]	7 8	6 9			

distribution for Portland, Oregon.
of route 44005 (27.20) miles, Wallula,
Umatilla, Oregon, closed-pouch service.
ule C[c].)
y trains 201 and 202 of Kansas City,
Willington, Kans., R. P. O.
n this line is performed by clerks on
City, Mo., and Willington, Kans., R. P.
line.
ally service, except Sunday.
889, route was extended from Jefferson-
nd, to Louisville, Ky., increasing dis-
1.42 miles.
pers on day and night lines between In-
olis and Seymour, Ind. (59.85 miles).
elpers on night trains running through
en Indianapolis, Ind., and Peoria, Ill.
vo.
elpers between Indianapolis, Ind., and
on, Ill.; distance, 128.70 miles.

[23] Covered by Pittsburgh and St. Louis R. P. O. (74.39 miles).
[24] This clerk holds an appointment on Pittsburgh and St. Louis R. P. O, and is shown with that line.
[25] These clerks are appointed to Pittsburgh and St. Louis R. P. O, and are shown with that line. Fifth clerks of Pittsburgh and St. Louis R. P. O. train 20 act as helpers to this R. P. O. on east trips St. Louis, Mo., to Indianapolis, Ind.
[26] Short run, Pitts. and St. Louis R. P. O.
[27] Covered by Pittsburgh and St. Louis R. P. O. (167.75 miles).
[28] Balance of route, Republic to Iron Mountain, Mich. (47 miles) carried by closed pouches. (See Table C[c].)
[29] Two helpers between Escanaba, Mich., and Fort Howard, Wis.

TABLE A[3].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Hazleton and Sunbury, Pa.....	2	52.61	Hazleton, Sugar Loaf, Pa. (L. V.)	8016 (part)	[1]8.80
			Sugar Loaf, Sunbury, Pa. (Penn'a)	8015	44.41
Helena and Butte, Mont.[2].....	10	74.54	Helena, Butte, Mont. (Mont. Central)	[4]36005 (part)	73.62
Helena and Clarendon, Ark....	11	48.77	Helena, Clarendon, Ark. (Ark. Mid.)	29002	48.77
Hempstead and Austin, Tex...	11	115.16	Hempstead, Austin, Tex. (H. and T. C.)...	[5]31004	115.16
Henderson and Princeton, Ky .	5	89.28	Henderson, Princeton, Ky. (Ohio Valley)..	20034	89 88
Henry, Mo., and Atchison, Kans.[7]	7	93.36	St. Joseph, Henry, Mo. (St. Jo., St. L. and S. F.).	28012	73.48
			St. Joseph, Mo., Atchison, Kans. (St. Jo., St. L. and S. F.).	28067	21.50
Henrietta and Dallas, Tex.....	11	159.23	Henrietta, Whitesborough, Tex. (M., K. and T.).	31022 (part)	85.84
			Whitesborough, Denton, Tex. (M., K. and T.).	31028 (part)	([9]) ([10])
			Denton, Dallas, Tex. (M., K. and T.).....	31030	38.07
Herington and Pratt, Kans.[11]..	7	127.84	Herington, Pratt, Kans. (C., R. I. and P.)..	[12]33075 (part)	126.65
Herington and Salina, Kans.[13].	7	49.89	Herington, Salina, Kans. (C., R. I. and P.)..	33096	49.89
Heron Lake and Pipestone, Minn.	10	55.33	Heron Lake, Pipestone, Minn. (Chi., St. P. Minn. and Om.).	26028	55.45
Hightstown, N. J., and Philadelphia, Pa.	2	52.17	Hightstown, Pemberton, N. J. (U. T. Co.).	7065	25.89
			Pemberton, Camden, N. J. (Penn'a).....	7006	25.64
Holden, Mo., and Coffeyville, Kans.	7	201.58	Holden, Mo., Paola, Kans. (Mo. Pac.).....	28024	54.47
			Paola, Le Roy Junction (n. o.), Kans. (Mo. Pac.).	[12]33031	61.56
			Le Roy, Dearing, Kans. (V. V., L. and W.)	[16]33063	81.26
			Dearing, Coffeyville, Kans. (D. M. and A.)	33056 (part)	([17])
Horicon and Portage, Wis.....	10	53.17	Horicon, Portage, Wis. (Chi., Mil. and St. P.).	25006	52.24
Hornellsville and Buffalo, N. Y.	2	92.61	Buffalo, Hornellsville, N. Y. (N. Y., L. E. and W.).	6008	92.35
Hot Springs, N. C., and Columbia, S. C.	4	201	Asheville, Warm Springs, N. C. (Rich. and Dan. R. R.).	13006	([18])
			Asheville, N. C., Spartanburg, S. C. (Rich. and Dan. R. R.).	14011	71.92
			Spartanburg, Alston, S. C. (Rich. and Dan.).	14008	68.58
			Alston and Columbia (R. and D.).....	14001	([27])
Houston and Eagle Pass, Tex.[20].	11	386.70	Houston, San Antonio, Tex. (G., H. and S. A.).	31002	218.01
			San Antonio, Spofford, Tex. (G., H. and S. A.).	[22]31039 (part)	134.03
			Spofford, Eagle Pass, Tex. (G., H. and S. A.).	31043	36.69
Houston and Galveston, Tex...	11	51.40	Houston, Galveston, Tex. (L and G. N.) ...	31001	51.40
Howard City and Detroit, Mich.[25]	9	161.22	Howard City, Detroit, Mich. (D., L. and N.).	24017	160.68

[1] 14.80 miles covered by Easton and Hazleton R. P. O.

[2] Car and clerks shown on route 8016.

[3] New service established January 28, 1889. Reported last year as Helena and Basin, Mont., R. P. O., on routes 36002 and 36006. These routes were discontinued at the time this R. P. O. was established.

[4] Balance of route (99.14 miles) covered by Great Falls and Helena, Mont., R. P. O.

[5] Cars shown on Great Falls and Helena, Mont., R. P. O.

[6] Reserve.

[7] Double daily service; reported last year as Henry and St. Joseph, Mo., R. P. O.; increased distance, 19.88 miles; extended September 24, 1888.

[8] In reserve.

[9] 25.48 miles of route No. 31022, between Denison and Whitesbdrough, Tex., is covered by Denison and Taylor, Tex., R. P. O.

[10] 35.70 miles on route No. 31028, covered by Denison and Taylor, Tex., R. P. O.

[11] Reported last year as Herington and Dodge City, Kans., R. P. O.; decreased distance, 75.35 miles.

[12] 127.24 miles of route 33075, between St. Joseph, Mo., and Herington, Kans.; covered by St. Joseph, Mo., and Caldwell, Kans., R. P. O., and 135.25 miles of same route between Pratt and Liberal, Kans., covered by the Pratt and Liberal, Kans., R. P. O.

[13] New service; not reported last year; commenced November 22, 1888.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules). Train No. outward.	Av'gespeed (miles).	Train No. inward.	Av'gespeed (miles).	Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures). Length.	Width.	Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
Lbs.										*Ft. In.*	*Ft. In.*			
1,199	July 1, 1884	115	24	116	25.55	6	29,671	95.10	1	11 2	8 10	1	1	1
632	July 1, 1884	156	25	157	23.53	6	61,938	99.26	1	16 10	9 0	2	1	2
1,326	July 1, 1888	2	19.7	1	18.5	6	62,112	99.54	1	13 8	7 10	2	1	2
									[1]1	10 10	7 6			
425	July 1, 1888	2	15	1	15	6	38,001	121.80	1	9 4	6 2	1	1	1
2,253	Feb. 15, 1886	5	22.76	4	21.23	6	83,984	134.59	1	15 0	6 8	2	1	2
1,011	July 1, 1884	5	20.40	4	29.40	....	.....	.....	1	12 0	7 6			
765	July 1, 1884	1	25.2	2	25.7	7	151,475	103.75	2	13 4	6 10	4	1	7
1,070	July 1, 1884	1	23.3	2	23.3	7								
5,186	Apr. 16, 1886	2	28	3	30.7	7	117,676	107.40	[3]3	14 0	9 0	3	1	
5,186	Apr. 16, 1886	3	28	6	28	6	253,895	[4]122	4	27 6	9 4	6	1	[58]
		27	31.2	14	22.2	7	.....	.....	2	17 8	7 6			
1,017	Apr. 1, 1885	27	25.8	14	22.2	7	.....	.....	[6]1	33 6	9 3			
221	July 1, 1889	1	17.14	4	12.85	6	18,981	60.84	[7]2	8 4	6 6	1	1	1
90	July 1, 1886	62	21.64	61	21.64	6	43,249	138.62	1	23 9	8 11	1	1	1
583	July 1, 1886	62	21.19	61	21.19									
467	July 1, 1888	62	22.66	61	22.66									
412	July 1, 1886	33	13.50	34	14.79	7	113,485	103.97	1	16 7	6 7	3	1	3
									1	11 10	5 10			
									1	11 5	5 8			
251	July 1, 1887	153	12.47	152	11.92	6	28,523	91.42	1	10 9	7 4	1	1	1
571	July 1, 1889	92	22.85	93	22.85	6	28,523	91.42	1	18 0	8 6	1	1	1
962	July 1, 1886	308	29.22	307	30.19	7	144,452	131.92	1	15 2	7 5	3	1	3
1,615	July 1, 1886	308	25.59	307	28.15	7	.....	.....	1	12 2	6 6			
									[10]1	12 2	6 6			
824	July 1, 1886	9	20.95	10	20.06	7	114,720	104.77	2	20 5	7 5	3	1	3
									[10]2	16 11	6 11			
241	July 1, 1884	123	22.57	122	8.78	6	25,085	80.40	1	11 1	7 0	1	1	1
572	July 1, 1889	17	16.19	18	17.37	6	79,166	126.87	[7]3	13 3	7 0	2	1	2
171	July 1, 1887	1	26.43	2	29.68	6	44,628	143.04	1	14 7	7 0	1	1	1
146	July 1, 1887	1	24.57	2	25.80									
95	July 1, 1887	71	11.35	72	13.05	6	27,019	86.60	1	16 0	9 4	1	1	1
5,861	July 1, 1886	201	30.17	202	30.77	7	467,945	213.67	4	45 4	9 4	6	2	[14]27
		203	26.27	204	28.03	7	306,892	168.16	1	24 1	9 4	5	2	
									1	24 2	9 4			
									1	25 2	9 0			
									1	24 9	8 10			
[17]461	July 1, 1887	302	21.87	301	23.09	7	123,553	112.83	1	49 11	8 11	3	1	[15]5
									1	49 6	9 5			
1,902	July 1, 1887	301	21.35	302	21.35	7								
2,333	July 1, 1886	3	29.57	4	28.16	7	295,840	135.09	2	25 0	9 1½	6	2	[20]21
		1	23.66	2	23.66	7	415,603	142.33	2	25 2	9 0	8	1	
2,687	July 1, 1887	3	27.82	4	24.07	7	.....	.....	2	25 5½	9 3			
		1	25.04	2	23.62	7	.....	.....	[10]2	18 1½	8 10½			
1,818	July 1, 1887	3	22.68	4	21.68	7	.....	.....	1	25 1½	8 11½			
		1	21.95	2	21.95	7	.....	.....	[10]1	25 2	9 0			

[1] 1 clerk detailed as chief clerk at Denver, Colo.; 1 clerk detailed as chief clerk at Union Depot, Kansas City, Mo.; 1 clerk detailed as assistant to chief clerk at Kansas City, Mo.; one helper on trains 201 and 202, between Kansas City, Mo., and St. Marys, Kans. (90.90 miles), six times per week; 1 helper on trains 203 and 204, between Kansas City, Mo., and Wamego, Kans. (104 miles), five times per week.

[4] 24.63 miles distance of route 28001 covered by St. Louis and Kansas City, Mo., R. P. O.

[5] 2 helpers between Kansas City and Nevada, Mo. (105.32 miles).

[7] Double daily service. Reported last year as being double daily between Kansas City and Springfield, Mo., only.

[8] This line divides on Springfield, Mo. (202.63 miles), comprising the Kansas City and Springfield, Mo., division and 284.66 miles the Springfield, Mo., and Memphis, Tenn., division.

[9] 83.13 miles of route 33008, between Fort Scott, Kans., and Webb City, Mo., covered by Fort Scott, Kans., and Webb City, Mo., R. P. O.

[10] 1 helper on trains 3 and 4, between Kansas City, Mo., and Lamar, Mo. (139 miles), five days in each week.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Humeston and Shenandoah, Iowa.	6	113.91	Humeston, Van Wert, Iowa (Keo. and West.).	[1]28015	17.82
			Van Wert, Shenandoah, Iowa (Hum. and Shen.).	27067	96.77
Huntington, W. Va., and Cincinnati, Ohio.[2]	5	162.11	Huntington, W. Va., Cincinnati, Ohio (Maysville and Big Sandy).	20025	160.88
Huntingdon, Pa., and Cumberland, Md.	2	90.69	Huntingdon, Mount Dallas Station, Pa. (H. and B. T. M.).	8034	45.15
			Mount Dallas Station, Pa., Cumberland, Md. (Penna.).	8072	45.29
Huntington, W. Va., and Louisville, Ky.[9]	5	234.85	Huntington, W. Va. Ashland, Ky. (Mays. and Big Sandy).	20025 (part)	([10])
			Ashland, Lexington, Ky. (Eliza., Lex. and Big Sandy).	20016	124.32
			Lexington, La Grange, Ky. (Louis. and Nash.).	20003	67.53
			La Grange, Louisville, Ky. (Louis. and Nash.).	20004 (part)	([12])
Huntington and Portland, Oreg	8	405.60	Huntington, Umatilla, Oregon (Oregon Rwy. and Navigation Co.).	44003	218.04
			Umatilla, Portland, Oregon (Oregon Rwy. and Navigation Co.).	44005 (part)	187.56 ([14])
Hutchinson and Kinsley, Kans.	7	84.20	Hutchinson, Kinsley, Kans. (C., K. and W.)	33052	84.20
Independence and Cedar Vale, Kans.	7	([15])	Independence, Cedar Vale, Kans. (C., K. and W.).	33053	56.12
Indiana and Branch Junction, Pa.	2	19.20	Indiana, Branch Junction, Pa. (Penn'a)...	8042	19.25
Indianapolis, Ind., and Decatur, Ill.	5	152.50	Indianapolis, Ind., Decatur, Ill. (Ind., Bloom. and West.).	23055	154.26
Indianapolis, Ind., and Louisville, Ky.	5	111.19	Indianapolis, Ind., Louisville, Ky. (Penna. Co.).	[19]22007	110.26
Indianapolis, Ind., and Peoria, Ill.	5	212.42	Indianapolis, Ind., Peoria, Ill. (Ind., Bloom. and West.).	22018	212.41
Indianapolis, Ind., and St. Louis, Mo.	5	265.28	Indianapolis, Terre Haute, Ind. (Ind. and St. Louis).	22025	73.39
			Terre Haute, Ind., East St. Louis, Ill. (Ind. and St. Louis).	22043	180.65
Indianapolis and Terre Haute, Ind.	5	73.05	Indianapolis, Terre Haute, Ind. (Ter. Haute and Indpls.).	22002	([22])
Indianapolis, Ind., Vandalia, Ill., and St. Louis, Mo.	5	240.78	Indianapolis, Terre Haute, Ind. (Ter. Haute and Ind.).	22002	([23])
			Terre Haute, Ind., East St. Louis, Ill. (Ter. Haute and Ind.).[24]	22044	([27])
Indianapolis and Vincennes, Ind.	5	116.70	Indianapolis, Vincennes, Ind. (Penna. Co.)	22001	117.26
Iron Mountain, Mich., and Milwaukee, Wis.	10	209.94	Iron Mountain, Mich., Milwaukee, Wis. (Mil. and Nor.).	[25]25016 (part)	209.04
Ishpening, Mich., and Fort Howard, Wis.	10	180.08	Ishpening, Mich., Fort Howard, Wis. (Chi. and No. West.).	24031	180.08
Ithaca and Owego, N. Y.....	2	35	Ithaca, Owego, N. Y. (D., L. and W.)	6042	35.11

[1] Balance of route (131.50 miles) covered by Keokuk and Humeston, Iowa, R. P. O.

[2] October 22, 1888, R. P. O. service established between Ashland and Augusta, Ky.; distance, 100.94 miles; January 15, 1889, run of clerks extended to Cincinnati, Ohio, increasing distance 44.29 miles; February 18, 1889, service and run of clerks were extended to Huntington, W. Va., increasing distance 15 miles.

[3] Day line.

[4] Previous to Sunday, May 12, 1889, day line (trains 2 and 3) daily, except Sunday; on and after that date daily.

[5] Night line.

[6] May 12, 1889, additional R. P. O. service placed on night trains.

[7] One car in reserve.

[8] Cars and clerks shown on route 8034.

[9] November 27, 1888, the run of Huntington and Lexington R. P. O. was extended to end at Louisville, Ky., and taking up and discontinuing the Lexington and Louisville R. P. O.

[10] Covered by Huntington and Cincinnati R. P. O. (16.08 miles).

[11] Commencing June 5, 1889, divided at Lexington, Ky., on account of the discontinuance of through trains. Two clerks daily, except Sunday, on trains Nos. 21 and 22, between Huntington, W. Va., and Lexington, Ky. Three clerks daily, except Sunday, on trains Nos. 18 and 21, and 22 and 17, between Lexington and Louisville, Ky.

[12] December 3, 1888, additional R. P. O. service placed on trains Nos. 17 and 22, between Lexington and Louisville, Ky.

[13] Covered by Cincinnati and Nashville R. P. O. (27 miles).

In the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'gespeed (miles).	Train No. inward.	Av'gespeed (miles).					Length.	Width.			
Lbs.										*Ft. In.*	*Ft. In.*			
263	July 1, 1889	2	22.29	1	22.29	7	44,895	111.47	1	7 6	6 9	2	1	2
									[21]	6 10	10 0			
10,352	July 1, 1887	7	31.23	8	21.23	7	265,691	181.98	2	40 1½	8 11	[44]	2	12
		15	32.05	16	32.05	7								
2,704	Aug. 3, 1888	39	24.60	40	23 72	.....	217,000	148.63	[51]	40 0	9 1	[64]	1	
		15	19	16	22.14									
1,641	July 15, 1885	39	34.74	40	31.04	.....	.....	.....	[52]	35 2	8 10			
		15	32.64	16	32.64									
3,627	July 1, 1886	39	32.64	40	30.80									
		15	32.64	16	29.39									
3,020	July 1, 1886	39	34.10	40	34.10									
		15	31.61	16	30.85									
4,566	July 1, 1886	39	28.75	40	26.78									
		15	28.75	16	27									
18,512	July 1, 1886	5	25.08	6	31.87	7	269,107	147.45	4	60 0	9 4	5	4	[1]48
		1	26.75	8	26.75	7	269,107	147.45	[24]	60 0	9 4	5	3	
11,653	July 1, 1886	5	30.79	6	22.79	7	.....	.....	[21]	60 0	9 4			
		1	24.77	8	24.42	7	.....	.....	[24]	50 0	9 4			
.....	.....	.....	.....	.....	.....	.....	195,574	178.61	[24]	50 0	9 2½	3	2	
							195,574	178.61	.....	.....	.....	3	2	
3,280	July 1, 1889	222	24.04	227	27.04	7	[19]215,109	147.33	3	20 6	9 3	4	1	[19]9
		221	.....	222										
726	July 1, 1886	221	24	222	21.60	7	247,514	169.53	1	19 9	9 2	4	1	
									[21]	16 4	6 10			
200	July 1, 1886	201	21.42	202	21.42	7								
539	Mar. 14, 1887	201	23.78	202	23.78	7								
549	Mar. 30, 1887	201	24.07	202	27.08	7								
1,141	July 1, 1888	201	25.35	202	28.06	7								
768	July 1, 1888	201	26.50	202	31.41	7								
458	July 1, 1888	201	28.27	202	30.15	7								
346	July 1, 1888	1	25	4	23.75	7	85,877	117.64	2	20 10	7 3	2	1	2
									[22]	12 2	7 3			
4,648	July 1, 1886	201	23.52	202	23.52	7	[23]161,527	[23]110.63	2	21 0	9 3½	4	1	[24]14
		203	23.52	204	23.52	7	197,166	135.05	1	14 5	9 2½	4	2	
2,740	July 1, 1886	201	23.47	202	21.73	7	.....	.....	1	26 2½	9 3½			
		203	21.73	204	21.73	7	.....	.....	[21]	21 0	9 2½			
1,691	July 1, 1886	201	19.40	202	19.40	7	.....	.....	[22]	22 0	8 10			
		203	19.72	204	20.62	7	.....	.....	[21]	23 5	9 3½			
244	July 1, 1889	107	23.31	124	14.73	6	29,890	95.80	1	14 1	6 9	1	1	1
811	July 1, 1889	10	20.34	9	16.68	6	16,517	103.88	1	15 0	9 0	1	1	1
1,039	July 1, 1888	10	27.48	9	24.84	6								
728	July 1, 1889	18	24	3	24	6	15,194	97.40	1	8 10	7 0	1	1	1
		32	26.17	23	24	6	15,194							
171	July 1, 1887	9	11	8	26.36	6	36,048	115.54	1	15 0	7 2½	1	1	1

ing annual miles of service with clerks outward 110,146, inward 104,963—total 215,119.

[19] One helper between Kansas City, Mo., and Ottawa, Kans. (81.80 miles), six times per week.

[20] Hoisington, Kans., and Pueblo, Colo., division.

[21] 7.20 miles distance on route 33031 covered by Holden, Mo., and Coffeyville, Kans., R. P. O.

[22] Double daily service between Kansas City, Mo., and Independence, Kans.

[23] Clerks upon trains 201 and 202 leave the main line at Independence, Kans., and perform service over Independence and Cedar Vale, Kans., R. P. O. Distance from register to register, 221.27 miles.

[24] One helper upon trains 201 and 202 between Kansas City, Mo., and Garnett, Kans. (83 miles); one clerk performs service on trains 209 and 210, Chanute and Longton, Kans., R. P. O.

[25] 27.39 miles of route 33004, between Lawrence and Ottawa, Kans., covered by Lawrence and Gridley, Kans., R. P. O., and 16.68 miles, between Cherry Vale and Coffeyville, Kans., by closed-pouch service. (See Table C[c].)

[26] 18.12 miles of route 33005, between Wellington and Hunnewell, Kans., covered by closed-pouch service. (See Table C[c].)

[27] R. P. O. service established December 27, 1888.

[28] Covered by Louisville and Knoxville R. P. O. (20.70 miles).

[29] Balance of route (28.27 miles) covered by Kankakee and Kankakee Junction, Ill., R. P. O

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Jackson and Adrian, Mich.....	9	47.55	Jackson, Adrian, Mich. (L. S. and M. S.)...	24003	47.26
Jackson, Mich., and Fort Wayne, Ind.	9	99.26	Jackson, Mich., Fort Wayne, Ind. (L. S. and M. S.).	24029	100.40
Jackson and Natchez, Miss	4	99.54	Jackson, Natchez, Miss. (J., Nat. and Col.).	18010	99.54
Jacksonport and Brinkley, Ark	11	60.90	Jacksonport, Brinkley, Ark. (B. and B.)...	29006	60.90
Jacksonville and Mount Vernon, Ill.	6	134.59	Jacksonville, Drivers, Ill. (Jack. and So. East.).	23046	130.91
			Drivers, Mount Vernon, Ill. (Louis. and Nash.).	23032 (part)	(2)
Jacksonville and Pensacola, Fla.	4	207.50	Jacksonville, Lake City, Fla	16006	60.26
East Division.....	...	.....	Lake City, River Junction, Fla. (Fla. Cent. and Pen. R. R.).	16002 (part)	[3]147.87
West Division.....	...	161.20	River Junction, Pensacola, Fla. (Pens. and Atlantic R. R.).	16015	161.20
Jacksonville and Tampa, Fla ..	4	240.71	Jacksonville, Sanford, Fla. (J., T. and K. W. Ry.).	16018	125.30
			Sanford, Tampa (South Fla. R. R.).....	16007	115.59
Jameson City and Bloomsburgh, Pa.	2	30.42	Jameson City, Bloomsburgh, Pa. (B. and S.)	8172	30.42
Jamestown and Oakes, Dak....	10	69.31	Jamestown, La Moure, Dak. (Nor. Pac.)...	35020	48.87
			La Moure Valley Junction, Dak. (Nor. Pac.).	35015 (part)	(4)
			Valley Junction, Oakes, Dak. (Nor. Pac.)..	35028	15.21
Jefferson and McKinney, Tex..	11	155.46	Jefferson, McKinney, Tex. (Mo., K. and T.).	31013	155.46
Jefferson City and Bagnell, Mo.	7	45.71	Jefferson City, Bagnell, Mo. (Mo. Pac.)....	28047	45.71
Johnstown and Rockwood, Pa..	2	45.71	Johnstown, Rockwood, Pa. (B. and O.)	8070	45.09
Julesburgh and Denver, Colo ..	7	197.88	Julesburgh, La Salle, Colo. (Colo. Cent.)...	38017	150.96
			La Salle, Denver, Colo. (Den. Pac.)	38007 (part)	(5)
Junction City and Parsons, Kans.	7	157.15	Junction City, Parsons, Kans. (M., K. and T.).	33009	157.15
Kalamazoo and South Haven, Mich.	9	40.20	Kalamazoo, South Haven, Mich. (Mich. Cent.).	24007	40.09
Kane and Callery, Pa	2	126.87	Kane, Callery, Pa. (P. and W.).....	8086 (part)	[11]126.87
Kankakee and Kankakee Junction, Ill.	6	71.52	Kankakee, Kempton, Ill. (Ill. Central). ..	[12]23062 (part)	28.27
			Kempton, Kankakee Junction, Ill. (Ill. Central).	23064	43.01
Kankakee and Seneca, Ill.....	6	43.80	Kankakee, Seneca, Ill. (Kank. and Seneca).	23069	43.56
Kansas City, Mo., Denver, Colo.[13]	7	641.02	Kansas City, Mo., Denver, Colo. (U. P.)..	33001	641.02
Kansas City and Joplin, Mo....	7	169.25	Kansas City, Pleasant Hill, Mo. (Mo. Pac.)	28001 (part)	(16)
			Pleasant Hill, Joplan, Mo. (Mo. Pac.).....	28040	133.47
Kansas City, Mo., and Memphis, Tenn.[17]	7	[18]202.63 [18]284.66	Kansas City, Mo., Fort Scott, Kans. (K. C., Ft. S. and M.).	[19]33008 (part)	98.58
			Fort Scott, Kans., Springfield, Mo. (K. C., Ft. S. and M.).	28036	104.32
			Springfield, Mo., Memphis, Tenn. (K. C., Ft. S. and M.).	28017	285.40

[1] One reserve car.
[2] Distance (4.90 miles) covered by Nashville, Tenn., and St. Louis, Mo., R. P. O.
[3] Four miles, Monticello to Drifton, closed-pouch service. (See Table C[c].)
[4] Short run, Jacksonville and Sanford, on trains 3 and 6. Clerks alternate on long and short run.
[5] Two helpers on trains 14 and 27.
[6] Three reserve cars.
[7] One car in reserve.
[8] Distance (5.30 miles) covered by Fargo and La Moure, Dak., R. P. O.
[9] 46.92 miles distance on route 38,007 covered by Cheyenne, Wyo., and Denver, Colo., R. P. O.
[10] In reserve.
[11] 12.24 miles covered by closed-pouch service. (See Table C.)
[12] Balance of route (58.11 miles) covered by Kempton and Bloomington, Ill., R. P. O.
[13] Mail apartment service between Kansas City, Mo., and Wallace, Kans. (420.40 miles), in addition to postal-car service, (see trains 203 and 204), making double daily service between those points.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'gespeed (miles).	Train No. inward.	Av'gespeed (miles).					Length.	Width.			
Lbs.										*Ft. In.*	*Ft. In.*			
1,190	July 1, 1884	115	24	116	25.55	6	29,671	95.10	1	11 2	8 10	1	1	1
652	July 1, 1884	156	25	157	23.53	6	61,938	99.26	1	16 10	9 0	2	1	2
1,326	July 1, 1888	2	19.7	1	18.5	6	62,112	99.54	1	13 8	7 10	2	1	2
									[11]	10 10	7 6			
425	July 1, 1888	2	15	1	15	6	38,001	121.80	1	9 4	6 2	1	1	1
2,253	Feb. 15, 1866	5	22.76	4	21.23	6	83,984	134.59	1	15 0	6 8	2	1	2
1,011	July 1, 1884	5	20.40	4	29.40	....	.....	.....	1	12 0	7 6			
765	July 1, 1884	1	25.2	2	25.7	7	151,475	103.75	2	13 4	6 10	4	1	7
1,070	July 1, 1884	1	23.3	2	23.3	7								
5,186	Apr. 16, 1886	2	28	3	30.7	7	117,676	107.40	[13]	14 0	9 0	3	1	
5,186	Apr. 16, 1886	3	28	6	28	6	253,895	[14] 122	4	27 6	9 4	6	1	[15] 8
		27	31.2	14	22.2	7	.....	.....	2	17 8	7 6			
1,017	Apr. 1, 1885	27	25.8	14	22.2	7	.....	.....	[16] 1	33 6	9 3			
221	July 1, 1889	1	17.14	4	12.85	6	18,981	60.84	[17] 2	8 4	6 6	1	1	1
90	July 1, 1886	62	21.64	61	21.64	6	43,249	138.62	1	23 9	8 11	1	1	1
583	July 1, 1886	62	21.19	61	21.19									
467	July 1, 1888	62	22.66	61	22.66									
412	July 1, 1886	33	13.50	34	14.79	7	113,485	103.97	1	16 7	6 7	3	1	3
									1	11 10	5 10			
									1	11 5	5 8			
251	July 1, 1887	153	12.47	152	11.92	6	28,523	91.42	1	10 9	7 4	1	1	1
571	July 1, 1889	92	22.85	93	22.85	6	28,523	91.42	1	18 0	8 6	1	1	1
962	July 1, 1886	308	29.22	307	30.19	7	144,452	131.92	1	15 2	7 5	3	1	3
1,615	July 1, 1886	308	25.59	307	28.15	7	.....	.....	1	12 2	6 6			
									[18] 1	12 2	6 6			
824	July 1, 1886	9	20.95	10	20.06	7	114,720	104.77	2	20 5	7 5	3	1	3
									[19] 2	16 11	6 11			
241	July 1, 1884	123	22.57	122	8.78	6	25,085	80.40	1	11 1	7 0	1	1	1
572	July 1, 1889	17	16.19	18	17.37	6	79,166	126.87	[20] 3	13 3	7 0	2	1	2
171	July 1, 1887	1	26.43	2	29.68	6	44,628	143.04	1	14 7	7 0	1	1	1
146	July 1, 1887	1	24.57	2	25.80									
95	July 1, 1887	71	11.35	72	13.05	6	27,019	86.60	1	16 0	9 4	1	1	1
5,861	July 1, 1886	201	30.17	202	30.77	7	467,945	213.67	4	45 4	9 4	6	2	[21] 27
		203	26.27	204	28.03	7	306,892	168.16	1	24 1	9 4	5	2	
									1	24 2	9 4			
									1	25 2	9 0			
									1	24 9	8 10			
47,461	July 1, 1887	302	21.87	301	23.09	7	123,553	112.83	1	49 11	8 11	3	1	[22] 5
									1	49 6	9 5			
1,902	July 1, 1887	301	21.35	302	21.35	7								
2,333	July 1, 1886	3	29.57	4	28.16	7	295,840	135.09	2	25 0	9 1½	6	2	[23] 21
		1	23.66	2	23.66	7	415,603	142.33	2	25 2	9 0	8	1	
2,687	July 1, 1887	3	27.82	4	24.07	7	.....	.....	2	25 5½	9 3			
		1	25.04	2	23.62	7	.....	.....	[20] 2	18 1½	8 10½			
1,818	July 1, 1887	3	22.68	4	21.68	7	.....	.....	1	25 1½	8 11½			
		1	21.95	2	21.95	7	.....	.....	[19] 1	25 2	9 0			

[14] 1 clerk detailed as chief clerk at Denver, Colo.; 1 clerk detailed as chief clerk at Union Depot, Kansas City, Mo.; 1 clerk detailed as assistant to chief clerk at Kansas City, Mo.; one helper on trains 201 and 202, between Kansas City, Mo., and St. Marys, Kans. (90.90 miles), six times per week; 1 helper on trains 203 and 204, between Kansas City, Mo., and Wamego, Kans. (104 miles), five times per week.

[15] 34.63 miles distance of route 28001 covered by St. Louis and Kansas City, Mo., R. P. O.

[16] 2 helpers between Kansas City and Nevada, Mo. (103.32 miles).

[17] Double daily service. Reported last year as being double daily between Kansas City and Springfield, Mo., only.

[18] This line divides on Springfield, Mo. (202.63 miles), comprising the Kansas City and Springfield, Mo., division and 284.66 miles the Springfield, Mo., and Memphis, Tenn., division.

[19] 83.13 miles of route 33008, between Fort Scott, Kans., and Webb City, Mo., covered by Fort Scott, Kans., and Webb City, Mo., R. P. O.

[20] 1 helper on trains 3 and 4, between Kansas City, Mo., and Lamar, Mo. (139 miles), five days in each week.

TABLE A[a]—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Kansas City and Osceola, Mo.[1]	7	111.47	Kansas City, Osceola, Mo. (K. C. and So.)	28055	111.47
Kansas City, Mo., and Oxford, Nebr.	6	363.96	Kansas City, Napier, Mo. (K. C., St. Jo. and C. Bluffs).	28006 (part)	[2]
			Napier, Mo., Rulo "Y," Nebr. (B. and M. R. in Nebr.).	28064	11.07
			Rulo "Y," Table Rock, Nebr. (B. and M. R. in Nebr.).	33012 (part)	[3]
			Table Rock, Wymore, Nebr. (B. and M. R. in Nebr.).	34020	40.87
			Wymore, Red Cloud, Nebr. (B. and M. R. in Nebr.).	[9]34016 (part)	108.18
			Red Cloud, Oxford, Nebr. (B. and M. R. in Nebr.).	[10]34029 (part)	64.78
Kansas City, Mo., and Pueblo, Colo.:[11]	7				
Eastern Division[12]	...	368.64	Kansas City, Mo., Topeka, Kans. (A., T. and S. F.).	33016	66.88
			Topeka, Kans., Pueblo, Colo. (A., T. and S. F.).	[14]33010 (part)	302
Western Division[13]	...	267.91			267.75
Kansas City, Mo., Salina, Kans., and Pueblo, Colo.[15]	7	[4]301.77	Kansas City, Mo., Paola, Kans. (K. C. and S. W.).	33091	54.09
		[5]339.06	Paola, Osawatomie, Kans. (Mo. Pac.)	33031 (part)	[21]
			Osawatomie, Ottawa, Kans. (Mo. Pac.)	33033	21.42
			Ottawa, Council Grove, Kans. (C. G., O., C. and O.).	33067	71.34
			Council Grove, Salina, Kans. (T., S. and W.).	33050	72.22
			Salina, McCracken, Kans. (Kans. and Colo.).	33070	126.25
			McCracken, Kans., Towner, Colo. (D., M. and A.).	33084	141.35
			Towner, Pueblo, Colo. (P. and S. Line)	33036	150.76
Kansas City, Mo., and Seneca, Kans.	7	117.64	Kansas City, Mo., Seneca, Kans. (K. C., W. and N.).	33079	118.75
Kansas City, Mo., and Wellington, Kans.[22]	7	270.09	Kansas City, Mo., Ottawa, Kans. (So. Kans.).	33006	58.80
			Ottawa, Cherry Vale, Kans. (So. Kans.)	[23]33004 (part)	97.80
			Cherry Vale, Wellington, Kans. (So. Kans.).	[23]33005 (part)	113.41
Kays, N. J., and Stroudsburgh, Pa.	2	47.90	Kays, N. J., and Stroudsburgh, Pa. (N. Y., S. and W.).	7058	47.85
Keathley and Knoxville, Tenn.[27]	5	51.94	Keathley, Clinton, Tenn. (East Tenn., Va. and Ga.).	19022	30.57
			Clinton, Knoxville, Tenn. (East Tenn., Va. and Ga.).	19008 (part)	[28]
Keene, N. H., and South Vernon, Vt. (n. o.).	1	24.35	Keene, N. H., South Vernon (n. o.), Vt. (Conn. Riv.).	3056	23.93
Kempton and Bloomington, Ill.	6	57.77	Kempton, Bloomington, Ill. (Ills. Central).	[29]23062 (part)	58.11

[1] Reported last year as East Lynne and Brownington, Mo., R. P. O., increased distance 66.07 miles. Extended February 24, 1889.
[2] In reserve.
[3] Distance (101.50 miles) covered by Council Bluffs, Iowa, and Kansas City, Mo., R. P. O.
[4] Through run.
[5] Reserve.
[6] Short run, St. Joseph, Mo., to Oxford, Nebr. (297.26 miles).
[7] Distance (38.80 miles) covered by Columbus, Nebr., and Atchison, Kans., R. P. O.
[8] Whole cars.
[9] Balance of route (12.07 miles) covered by Lincoln, Nebr., and Concordia, Kans., R. P. O.
[10] *Balance of route, Hastings to Red Cloud, Nebr. (41.48 miles)*, covered by closed pouches. (See *Table C*[a].)
[11] Double daily service. This line is in two divisions, dividing on Dodge City, Kans.
[12] Kansas City, Mo., to Dodge City, Kans.
[13] One helper on trains 5 and 6, between Kansas City, Mo., and Topeka, Kans. (66.88 miles), six days in each week.
[14] 50.70 miles of route 33010, between Atchison and Topeka, Kans., covered by Atchison and Topeka, Kans., R. P. O.
[15] Dodge City, Kans., to Pueblo, Colo.
[16] This line is in two divisions, dividing on Hoisington, Kans.
[17] Kansas City, Mo., and Hoisington, Kans., division.
[18] Kansas City, Mo., and Hoisington, Kans., division on east trips runs over the Gypsum and Marquette, Kans., R. P. O., decreasing distance from register to register 14.20 miles, mak-

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'gespeed (miles).	Train No. inward.	Av'gespeed (miles).					Length.	Width.			
Lbs.										*Ft. In.*	*Ft. In.*			
3,283	July 1, 1885	54	20.50	29	21.12	6	132,306	106.01	1	27 6	9 0	3	2	[17]
									1	25 6	8 6			
13,788	July 1, 1889	54	32.30	29	23.32									
15,018	July 1, 1889	54	29.07	23	27.08									
1,177	July 1, 1889	85	24.20	82	25.92	6	50,962	81.67	1	15 0	8 6	2	1	2
742	July 1, 1889	4	21.88	1	18.90	6	.....	.....	(6)	.....	.....	(6)		
928	July 1, 1885	72	23.35	73	22.70	6	25,502	81.74	1	20 0	8 0	1	1	1
91,679	July 1, 1885	72	23.30	73	21.60	6	.....	.....	(6)	.....	.....	(6)		
627	July 1, 1888	82	11.38	81	12.65	6	47,542	152.38	1	15 0	8 8	1	1	1
552	July 1, 1884	152	26.28	155	24.89	6	40,984	131.36	1	15 0	9 4	1	1	1
98,761	July 1, 1888	152	12.29	155	25.80	6								
186	July 1, 1889	26	15.10	25	13.70	6	13,828	.....	1	8 10	6 10	1	1	[11]1
627	July 1, 1888	48	15.14	47	17.84	6	81,933	131.40	1	22 2	8 11	2	1	2
453	July 1, 1886	48	20.12	47	21									
763	July 1, 1886	48	10.86	47	11.34									
235	July 1, 1888	361	23.42	362	21.62	6	29,228	93.68	1	11 0	7 3	1	1	1
174	July 1, 1888	3	21.5	4	21	6	49,420	158.40	1	8 3	6 7	1	1	1
908	July 1, 1888	3	23.3	4	23.3	6								
2,740	July 1, 1886	207	18.26	208	20.54	6	52,210	83.67	2	22 0	8 10	2	1	2
351	July 1, 1886	207	21.71	208	21.71	6								
50	July 1, 1888	207	22.64	208	22.64	6								
725	July 1, 1889	1	21.86	0	22.10	6	[10]20,230	129.68	1	10 10	7 3	1	1	1
		3	22.10	8	21.86	6	20,230							
456	July 1, 1886	715	23.30	716	23.30	7	25,514	69.90	1	12 0	7 11	1	1	1
									[17]1	17 6½	7 1			
576	July 1, 1886	701	21.68	702	21.44	6	103,696	110.79	[12]2	15 3	7 6	3	1	3
									1	9 10	6 4			
139	July 1, 1886	711	18.83	710	18.83	7	42,106	115.30	1	7 0	6 0	1	1	1
11,653	July 1, 1887	711	20	710	20	7								
2,429	July 1, 1888	5	31.38	4	25.68	6	156,349	112.32	3	26 0	9 0	4	1	4
256	July 1, 1884	79	17.22	78	13.80	6	19,824	63.54	1	9 0	7 0	1	1	1
620	July 1, 1888	150	21.60	153	14.70	[13]6	19,993	128.16	1	17 3	7 3	1	1	1
		152	14.40	151	20.40	6	19,993							
802	July 1, 1888	22	11	21	11	6	26,020	83.40	1	5 9	7 1	1	1	1
231	July 1, 1888	22	11	21	11	6								
396	July 1, 1888	53	17.2	52	16.6	6	86,268	92.16	1	13 10	6 10	3	1	3
									1	13 2	7 2			
386	July 1, 1888	53	15.1	52	15.1	6	.....	.....	[18]1	6 6	7 2			
238	July 1, 1888	53	11.3	52	11.3	6								

City, Mo., and Wellington, Kans., R. P. O.; and 16.68 miles, between Cherry Vale and Coffeyville, Kans., covered by closed-pouch service. (See Table C.)

[16] Double daily service, except Sunday.

[17] In reserve.

[18] 1 car in reserve.

[19] 10.20 miles distance on route 33010 covered by the Atchison and Topeka, Kans., R. P. O.

[20] This was formerly the Leavittsburgh and Cincinnati R. P. O.

On December 15, 1888, service was curtailed to end at Dayton, Ohio, decreasing distance 56 miles, thus discontinuing helper service on Cleveland and Cincinnati R. P. O. day line between Dayton and Cincinnati, Ohio.

[21] Balance of route covered by lines of Second Division (118.24 miles).

[22] Clerk makes two round trips daily, except Sunday.

[23] 7.36 miles reported as Ft. Smith and Leland R. P. O.

TABLE A[a].—*Statement of railway post-offices in operat*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which
		Miles.			
Lenox and Jackson, Mich.[1]....	9	106.68	Lenox, Jackson, Mich. (G. T.)	24032	106.
Lexington and Louisville, Ky.[2]	5	94.95	Lexington, La Grange, Ky. (Louis. and Nash.).	20063	(4)
			La Grange, Louisville, Ky. (Louis. and Nash.).	20064 (part)	(4)
Lincoln and Alliance, Nebr....	6	361.35	Lincoln, York, Nebr. (B. and M. R. in Nebr.).	[5]34005 (part)	51.
			York, Aurora, Nebr. (Rep. Valley).....	[5]34011 (part)	22.
			Aurora, Grand Island, Nebr. (Rep. Valley)	34027	19.
			Grand Island, Alliance, Nebr. (Gr. Isl'd and Wyo. Cent.).	34036	270.
Lincoln and Alma, Nebr.....	6	224.81	Lincoln, Valparaiso, Nebr. (Om. and Rep. Vall.).	34014	29.
			Valparaiso, Stromsburgh, Nebr. (Om. and Rep. Vall.).	[6]34006 (part)	82.
			Stromsburgh, Fairfield, Nebr. (Kan. City and Om.).	34045	65.
			Fairfield, Alma, Nebr. (Kan. City and Om.).	34053	87.
Lincoln, Nebr., and Concordia, Kans.	6	143.12	Lincoln, Crete, Nebr. (B. and M. R. in Nebr.).	34002 (part)	(11
			Crete, Beatrice, Nebr. (B. and M. R. in Nebr.).	34006	30.
			Beatrice, Odell, Nebr. (B. and M. R. in Nebr.).	[11]34016 (part)	[12]12.
			Odell, Nebr., Concordia, Kans. (B. and M. R. in Nebr.).	34028	72.
Lincoln, Nebr., and Manhattan, Kans.[13]	7	133.54	Lincoln, Nebr., Marysville, Kans. (U. P.)..	34013	78.
			Marysville, Manhattan, Kans. (U. P.)	23054	55.
Linwood and Superior, Nebr...	6	122.61	Linwood, Superior, Nebr. (Fre., Elk. and Mo. Vall.).	34056	122.
Litchfield and Kampsville, Ill..	6	58.68	Litchfield, Barnett, Ill. (Jack. and So. East.).	23046 (part)	(14
			Barnett, Kampsville, Ill. (Jack. and So. East.).	23060	52.
Litchfield and Hawleyville, Conn.[15]	1	32.75	Litchfield, Hawleyville, Conn. (Shep., Litch. and Northn.).	5019	32.
Little Falls and Morris, Minn.[16]	10	88.33	Little Falls, Morris, Minn. (Nor. Pac.)....	26046	88.
Lock Haven and Harrisburg, Pa.	2	118.63	Lock Haven, Williamsport, Pa. (Penn.)...	8022 (part)	(17
			Williamsport, Sunbury, Pa. (Penn.).....	8006	(18
			Sunbury, Harrisburg, Pa. (No. C.).....	10002 (part)	(18
Lock Haven and Tyrone, Pa...	2	60.46 (25)	Locke Haven, Tyrone, Pa. (Penn.).....	8038	55.
			Bellefonte, Milesburgh, Pa. (Penn.)	8083 (part)	26 2
Logan and Nelsonville, Ohio...	5	32.96	Logan, New Straitaville, Ohio (Col., Hock. Val. and Tol.).	21084	12.
			New Straitaville, Nelsonville, Ohio (Col., Hock. Val. and Tol.).	21077	19.

[1] This line is divided at Pontiac, Mich.

[2] One clerk runs from Lenox to Pontiac and return (70 miles) daily, except Sunday. One clerk runs from Pontiac to Jackson, Mich., and return (141.50 miles) daily, except Sunday.

[3] November 27, 1888, the run of the Huntington and Lexington clerks was extended to Louisville, Ky., thereby taking up and discontinuing this line. (See Huntington and Lexington R. P. O.).

[4] Covered by Huntington and Louisville R. P. O. (67.53 miles).

[5] Covered by Cincinnati and Nashville R. P. O. (27 miles).

[6] Balance of route covered by Nebraska City and Beatrice, Nebr., R. P. O. (27.56 miles), and by Red Oak, Iowa, and Lincoln, Nebr., R. P. (58.15 miles).

[7] Two of these cars in reserve.

[8] Balance of route covered by Aurora and A dia, Nebr., R. P. O. (19.25 miles).

[9] Balance of route (37.62 miles) covered by Om and Beatrice, Nebr., R. P. O.

[10] Distance (20.10 miles) covered by Omaha McCook, Nebr., R. P. O.

[11] Balance of route (108.18 miles) covered by Kan City, Mo., and Oxford, Nebr., R. P. O.

[12] Difference in distance (9 miles) covered Kansas City, Mo., and Oxford, Nebr., R. P

[13] Reported last year as Beatrice, Nebr., and M hattan, Kans., R. P. O.; increased dista 39.86 miles; extended Aug. 4, 1888.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'geseped (miles).	Train No. inward.	Av'geseped (miles).					Length.	Width.			
Lbs.										*Ft. In.*	*Ft. In.*			
837	July 1, 1886	3	21.55	4	21.12	6	55,536	178	2	17 0	9 0	1	1	1
1,376	July 1, 1887	91	12.26	92	14.04	6	45,814	146.84	1	13 6	7 3	1	1	1
									[21]	12 7	7 2½			
491	July 1, 1887	442	24.57	443	24.57	6	26,888	86.18	1	17 5	8 7½	1	1	1
419	July 1, 1887	5	23.55	6	22.23	6	82,399	132.05	2	10 8	7 0	2	1	2
									[41]	15 11½	8 10			
407	July 1, 1886	521	17.28	522	19.71	6	43,802	140.68	1	10 2	6 8	1	1	1
577	July 1, 1880	321	21.48	322	21.48	7	31,558	86.40	1	11 9	7 3	1	1	1
729	July 1, 1889	102	19.87	103	21.50	7	83,724	114.69	1	12 0	3 0	2	1	2
1,924	July 1, 1888	55	24.18	54	23.45									
214	July 1, 1880	38	27.30	35	25.56	6	21,285	68.22	1	15 2	8 5	1	1	1
588	July 1, 1889	4	27.29	1	27.29	6	27,618	88.52	1	18 2	8 10	1	1	1
									[21]	18 0	7 6			
605	July 1, 1889	4	30.42	1	35.49	6	.....	.....	[21]	18 2	8 10			
891	July 1, 1889	447	24.29	448	22.88	7	90,789	124.37	2	21 0	9 3	3	1	3
570	July 1, 1887	765	15.65	766	14.31	7	102,674	93.78	1	24 10	8 10	3	1	3
									[41]	18 8	9 3			
525	July 1, 1886	601	22.02	602	22.22									
92	June 28, 1888	1	11.69	2	11.41	6	74,661	119.65	1	15 0	7 4	2	1	2
									1	14 2	7 0			
191	July 1, 1888	1	13.33	2	13.33	6	11,095	35.56	1	8 10	7 8	1	1	1
2,982	July 1, 1887	6	21.26	5	24.18	6	76,421	122.47	1	20 0	9 3	2	1	2
									1	22 0	9 4			
									1	26 6	9 3			
2,119	July 1, 1887	1	22.41	4	21.88	6	249,881	133.48	1	21 1	9 4	6	1	9
									1	22 1	9 3			
		3	20.49	2	21.47	6	93,705	100.43	2	15 9	7 6	[3]	1	
464	July 1, 1886	1	26.40	4	26.40									
1,204	July 1, 1886	1	26.86	4	26.16									
11,242	July 1, 1884	45	21.49	44	26.59	6	109,104	135.50	3	50 0	9	4	2	[12]15
4,546	July 1, 1886	3	20.47	4	21.09	7	254,201	139.29	3	50 0	9 4½	5	2	[14]11
521	July 1, 1887	13	25.14	14	25.14	6	68,939	110.48	1	14 10	7 6½	2	1	2
1,338	July 1, 1887	10	16.57	9	16.23	.....	.....	.....	1	12 2	7 5			
246	July 1, 1887	60	21.97	59	24.58	6	27,549	88.30	1	12 10	9 2	1	1	1
107	July 1, 1887	141	27	144	27	6	28,504	91.36	1	11 6	7 0	1	1	1

[10] Balance of route (84.91 miles) covered by Egan, Dak., and Sioux City, Iowa, R. P. O.

[11] Balance of route (203.10 miles) covered by Toledo, Ohio, and La Fayette, Ind., R. P. O.

[12] Two helpers between La Fayette, Ind., and Jacksonville, Ill., 192 miles. Two clerks detailed to transfer duty at Quincy, Ill., and one at Decatur, Ill. One clerk detailed to clerical duty at office superintendent, Chicago, Ill. One clerk detailed as chief clerk at Quincy, Ill.

[13] 177.14 miles of route 38606, between Albuquerque and Rincon, N. Mex., covered by Albuquerque, N. Mex., and El Paso, Tex., R. P. O., and 53.82 miles between Rincon and Deming, N. Mex., covered by Rincon and Silver City, N. Mex., R. P. O.

[14] One clerk detailed to transfer service La Junta, Colo.

[15] Balance of route (98.34 miles) covered by Tama and Hawarden, Iowa, R. P. O.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Lancaster, N. H., and Boston, Mass.	1	212.03	Lancaster, Concord, N. H. (Bos. and Me., Low. Sys.).	1006 [2](part)	136.36
			Concord, Nashua, N. H. (Concord).....	1001	([3])
			Nashua, N. H., Boston, Mass. (Bos. and Me., Low. Sys.).	3016	([4])
Lancaster, Pa., and Frederick, Md.	2	81.67	Lancaster, Columbia, Pa. (Penna.).....	8027 (part)	([5])
			Columbia, Pa., Frederick, Md. (Penna.)...	[6]032	69.30
Lancaster and Harrisburg, Pa.	2	40.87	Lancaster, Middletown, Pa. (Penna.).....	8027 (part)	30.98
			Middletown, Harrisburg, Pa. (Penna.)....	8001 (part)	([7])
Langdon and Larimore, Dak...	10	76.19	Langdon, Larimore, Dak. (St. P., Minn. and Man.).	35006 [8](part)	76.19
Lansing and Hillsdale, Mich.[9]	9	65.68	Lansing, Jonesville, Mich. (L. S. and M. S.).	24005	60.95
			Jonesville, Hillsdale, Mich. (L. S. and M. S.).	21095 (part)	([10])
Larabee and Clermont, Pa. ..	2	22.16	Larabee, Clermont, Pa. (W. N. Y. and Pa.).	8091	22.80
Larimore, Dak., and Breckenridge, Minn.	10	131.40	Larimore, Everest, Dak. (St. P., Minn. and Man.).	[12]35006 (part)	79.03
			Portland Junction, Ripon, Dak. (St. P., Minn. and Man.).	35013	41.41
			Ripon, Dak., Breckenridge, Minn. (St. P., Minn. and Man.).	[13]35003 (part)	63.41
Larned and Jetmore, Kans	7	46.84	Larned, Jetmore, Kans. (C., K. and W.) ...	33061	46.84
Laurens and Columbia, S. C....	4	79.20	Laurens, Newberry, S. C. (R. and D. R. R.).	14012	31.76
			Newberry, Columbia, S. C. (R. and D. R. R.)	14001	([14])
Lawrence and Gridley, Kans ..	7	83.67	Lawrence, Ottawa, Kans. (So. Kans.).....	[15]33004 (part)	27.39
			Ottawa, Burlington, Kans. (So. Kans.).....	33019	47.04
			Burlington, Gridley, Kans. (So. Kans.)	33080	11.32
Lawrenceville and Harrison Valley, Pa.	2	32.42	Lawrenceville, Harrison Valley, Pa. (F. B. C. Co.).	8139	32.42
Leavenworth and Lawrence, Kans.	7	34.95	Leavenworth, Lawrence, Kans. (U. P.)....	33002	34.95
Leavenworth and Miltonvale, Kans.	7	166.18	Leavenworth, Miltonvale, Kans. (U. P.)...	33013	106.18
Leavenworth and Topeka, Kans.	7	57.68	Leavenworth, Meriden Junction (n. o.), Kans. (L., T. and S. W.).	33038	47.07
			Meriden Junction (n. o.), Topeka, Kans. (A., T. and S. F.).	33040 (part)	([16])
Leavittsburgh and Dayton, Ohio.[20]	5	224.64	Leavittsburgh, Dayton, Ohio (N. Y., L. Erie and West.).	[17]21034 (part)	224.58
Lebanon and Greensburgh, Ky.	5	31.77	Lebanon, Greensburgh, Ky. (Louis. and Nash.).	20021	32.27
Lebanon and Nashville, Tenn .	5	32.04	Lebanon, Nashville, Tenn. (Nash., Chatt. and St. L.).	19001	31.52
Leland and Glen Allen, Miss.	4	41.70	Leland, Wilzinski Junction (n. o.) (Louis., N. O. and Tex.)	18020	([18])
			Wilzinski Junct. (n. o.), Glen Allen, Miss. (Louis., N. O. and Tex.).	18022	34.34
Lenoir, N. C., and Lancaster, S. C.	4	138.25	Lenoir, Hickory, N. C. (R. and D. R. R.) ..	13023	20.51
			Hickory, N. C., Chester, S. C. (R. and D. R. R.).	14007	80.91
			Chester, Lancaster, S. C. (R. and D. R. R.).	14013	29.47

[1] One clerk detailed as transfer clerk, Manchester, N. H.

[2] Balance of route covered by closed-pouch service between Lancaster and Groveton Junction (9.58 miles). (See Table C[c].)

[3] Covered by St. Albans and Boston R. P. O. (36.28 miles).

[4] Covered by St. Albans and Boston R. P. O. (39.85 miles).

[5] 12.10 miles covered by Lancaster and Harrisburg R. P. O.

[6] Cars and clerks shown on route 8027.

[7] *9 miles covered by New York and Pittsburgh R. P. O.*

[8] *Balance of route* (79.53 miles) covered by *Larimore, Dak.*, and Breckenridge, Minn., R. P. O.

[9] Runs on route 21095, Jonesville to Hillsdale, Mich. (4.50 miles).

[10] Shown in report of New York and Chicago R. P. O.

[11] Clerk runs through to Buffalo, N. Y., as helper in Buffalo and Emporium R. P. O.

[12] Balance of route (76.19 miles) covered by Langdon and Larimore, Dak., R. P. O.

[13] Balance of route, Hope to Ripon, Dak. (29.87 miles), covered by closed pouches. (See Table C[c].) Clerks run on alternate days on routes 35013 and 35006 between Everest and Portland Junction, Dak.

[14] 47 miles covered by Green and Col. R. P. O.

[15] 97.80 miles of route 33004, between Ottawa and Cherry Vale, Kans., covered by the Kansas

ited States on June 30, 1889—Continued.

ate of last e-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	Train No. outward.	Av'ge speed (miles).	Train No. inward.	Av'ge speed (miles).					Length.	Width.			
									Ft. In.	*Ft. In.*			
ly 1, 1888	4	20. 16	3	23. 10	[1]6	51, 686	82. 83	2	15 1	9 3	2	1	2
						21, 039							
ly 1, 1888	12	29. 88	1	29. 40	6	123, 989	132. 47	2	16 0	8 6	3	1	[3]3
								[2]2	12 0	8 6			
ly 1, 1889	12	32. 40	1	32. 40	6								
ly 1, 1884	105	28. 15	104	27. 11	6	107, 028	114. 34	2	32 0	8 9	[3]3	2	8
ly 1, 1887	5	26. 12	4	27. 75	.....	.....	.....	1	28 2	8 8			
	3	23. 78	2	26. 12	6	69, 576	111. 50	1	32 4	8 9	[2]2	1	
ly 1, 1889	3	29. 46	4	27. 66	7	97, 878	134. 08	.....	.....	.....	2	1	2
ly 1, 1889	3	33. 50	4	25. 80									
ly 1, 1888	3	21 26	4	22. 02									
ne 20, 1888	41	31. 47	42	26. 26	7	53, 381	114. 22	1	15 10	9 0	2	1	2
								1	15 0	9 0			
ly 1, 1886	28	25. 46	27	27. 66	.....	.....	.....	1	25 6	9 0			
ly 1, 1886	39	19. 92	40	21. 32	.....	37, 340	102. 30	1	8 4	6 11	1	1	1
.....	39	19. 92	40	21. 32									
ly 1, 1889	39	22. 10	40	24. 55									
ly 1, 1884	8	24. 64	9	15. 60	6	36, 279	116. 28	1	12 0	8 0	1	1	1
ly 1, 1884	8	13. 56	9	11. 10	6								
ly 1, 1884	8	10. 80	9	12. 78	6								
ly 1, 1889	1	25. 32	2	22. 92	6	52, 856	90. 14	3	14 10	8 8	2	1	2
ly 1, 1884	1	27	2	27	6								
.....	101	23. 64	102	23. 98	6	40, 932	143. 90	[15]3	15 0	8 10	2	1	2
July 1, 1888	11	23. 46	6	21. 96	6	77, 426	124. 08	[17]4	10 6	7 5	2	1	[18]2
July 1, 1888	11	21. 60	6	23. 69	6								
July 1, 1888	[21]23	25. 44	24	25. 44	7	147, 672	134. 33	2	18 5	9 0	[22]3	1	7
	[23]25	29. 70	26	29. 70	7	195, 545	.....	2	15 0	9 0	[24]4	1	
July 1, 1888	23	20. 76	24	23. 40	7								
	25	31. 56	26	25. 44	6								
July 1, 1888	25	21. 87	26	24. 60	7								
July 1, 1888	1	25. 81	2	26. 40	7	166, 542	114. 07	[25]7	15 3	9 0	4	1	4
								2	14 9	9 0			
								1	14 8	9 0			

ed-pouch service on route 20021, Harsburgh to Harrodsburgh Junction, Ky., prevus to November 27, 1888. (See Table C[s].)
O. service established between Louisville d Owensborough, Ky., January 7, 1889. 2.81 miles). February 18, 1889, service exnded to Henderson, Ky., increasing distance .70 miles.)
car in reserve.
rved by Louisville and St. Louis R. P. O. .90 miles).
cars in reserve.
kwract as helpers to Louisville and St. Louis P. O. train 1 between Louisville, Ky., and ntingburgh, Ind.
nce of route covered by closed-pouch servbetween Jasper and Huntingburgh, Ind.; distance, 6.97 miles. (See Table C[s].)

[20] Covered by Cincinnati and Nashville R. P. O. (29. 70 miles).
[21] Clerks on day line run on trains Nos. 23 and 24 between Louisville, Ky., and Jellico, Tenn. (202. 29 miles).
[22] Day line.
[23] Clerks on night line run on trains Nos. 25 and 26 over whole line, thus making double daily service between Louisville, Ky., and Jellico, Tenn.
[24] Night line.
[25] Remainder of route shown on Paducah and Memphis R. P. O. (165.10 miles).
[26] This also includes cars on the Paducah and Memphis R. P. O. (All cars running through between Louisville, Ky., and Memphis, Tenn.)

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Louisville, Ky., and St. Louis, Mo.[1]	5	268.61	Louisville, Ky., Oakland City, Ind. (Louis., Evans. and St. L.).	23048	99.29
			Oakland City, Ind., Mount Vernon, Ill. (Louis., Evans. and St. L.).	23022	68.63
			Mount Vernon, East St. Louis, Ill. (Louis. and Nash.).	23032 (part)	[b]
Louisville and Springfield, Ky.	5	60.74	Louisville, Trunnelton, Ky. (Louis. and Nash.).	20005 (part)	[b]
			Trunnelton, Springfield, Ky. (Louis. and Nash.).	20006	58.74
Loup City and Grand Island, Nebr.	6	61.20	Loup City, St. Paul, Nebr. (Om. and Rep. Vall.).	34033	38.39
			St. Paul, Grand Island, Nebr. (Om. and Rep. Vall.).	34015 (part)	[b]
Lowell and Ayer, Mass.....	1	16.98	Lowell, Ayer, Mass. (Bos. and Me., Low. Sys.).	3020	17.03
Lowell and Taunton, Mass.....	1	62.01	Lowell, South Framingham, Mass. (Old Col., North'n Div.).	3049	23.44
			South Framingham, Taunton, Mass. (Old Col., North'n Div.).	[c]3051 (part)	32.21
Ludington, Mich., and Toledo, Ohio.[6]	9	278.59	Ludington, Monroe, Mich. (F. and P. M.).	24015	254.41
			Monroe, Mich., Toledo, Ohio (L. S. and M. S.).	24001 (part)	[b]
Lula and Athens, Ga.....	4	88.58	Lula and Athens, Ga.....	15025	88.58
Lynchburgh, Va., and Bristol, Tenn.	3	204.48	Lynchburgh, Va., Bristol, Tenn. (Norfolk and Western).	11013	204.48
Lynchburgh and Pocahontas, Va.	3	171.95	Lynchburgh, New River Depot, Va. (Norfolk and Western).	11013 (part)	[d]
			New River Depot, Pocahontas, Va. (Norfolk and Western).	11033	73.8
Lyons, N. Y., and Sayre, Pa....	2	92.22	Lyons, N. Y., and Sayre, Pa. (G., I. and S.).	6072	92.5
McCook, Nebr., and Denver, Colo.	6	255.53	McCook, Nebr., Denver, Colo. (B. and M. R. in Nebr.).	[e]24009 (part)	255.3
McCool Junction and Fairbury, Nebr.	6	50.61	McCool Junction, Fairbury, Nebr. (K. City and Om.).	34054	50.6
McLeansborough and Shawneetown, Ill.	6	41.22	McLeansborough, Shawneetown, Ill. (Louis. and Nash.).	23078	41.2
McPherson and El Dorado, Kans.	7	62.17	McPherson, El Dorado, Kans. (Ft. S., W. and W.).	33046	62.1
Mackinaw City and Detroit, Mich.[10]	9	291.23	Mackinaw City, Detroit, Mich. (Mich. Cent.).	24013	291.2
Mackinaw City and Grand Rapids, Mich.[11]	9	226.30	Mackinaw City, Grand Rapids, Mich. (G. R. and I.).	[f]24018 (part)	128.1
Mackinaw City and Houghton, Mich.[12]	10	252.65	Point St. Ignace (n. o.), Marquette, Mich. (Dul., So. Shore and Atl.).	24051	151
			Marquette, Houghton, Mich. (Marq., Ho. and Ontonagon).	24040	94.1

[1] Louisville, Huntingburgh, and Evansville R. P. O. clerks act as helpers to this R. P. O., between Louisville, Ky., and Huntingburgh, Ind. (74.90 miles), on train No. 1.

[2] Clerks act as helpers to Nashville and St. Louis R. P. O. on west trips between Mount Vernon, Ill., and St. Louis, Mo., and on east trips between St. Louis, Mo., and Belleville, Ill.

[3] Covered by Nashville and St. Louis R. P. O. (76.29 miles).

[4] Covered by Cincinnati and Nashville R. P. O. (22.10 miles).

[5] Distance (21.60 miles) covered by Ord and Grand Island, Nebr., R. P. O.

[6] Balance of route covered by Boston, Clinton and Fitchburg R. P. O. (40.47 miles), and closed-pouch service between Taunton and New Bedford, Mass. (20.91 miles). (See Table C[c].)

[7] Reserve cars.

[8] Runs on route 24001, Monroe, Mich., to Toledo, Ohio (24.47 miles). In connection with the Manistee and East Saginaw, and Bay City, Wayne and Detroit R. P. O., gives double service between Manistee Junction and Wayne, Mich. (210.33 miles), daily, except Sunday.

[9] Shown in report of Detroit and Toledo R. P. O. night line.

[10] One car held in reserve.

[11] Two clerks detailed to the Bay City, Wayne and Detroit R. P. O.; 3 clerks detailed to the Manistee and East Saginaw R. P. O.; 1 of the clerks alternates between the Manistee and East Saginaw and East Saginaw and Bowa City R. P. O.

[12] One reserve car.

in the United States on *June* 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
Lbs.										*Ft. In.*	*Ft. In.*			
1,567	July 1, 1888	1	25.20	2	24.24	7	196,085	134.30	3	14 0	9 6	4	1	[24]
858	July 1, 1888	1	26.58	2	28.92	7								
717	July 1, 1888	1	24	2	25.43	7								
[23] 913	July 1, 1888	41	19.50	42	24.12	6	37,902	121.48	1	16 6	7 0	1	1	1
354	July 1, 1888	41	18.84	42	19.20	6								
360	Mar. 30, 1887	84	24.40	83	28.70	6	38,189	122.40	1	17 3	6 10	1	1	1
749	Mar. 30, 1887	82	26.80	81	28.56									
444	July 1, 1889	403	25.47	406	20.37	6	10,595	67.92	1	11 2	7 0	1	1	1
		409	22.63	410	25.47	6	10,595							
2,289	July 1, 1889	967	30.60	22	25.46	6	38,694	124.02	1	13 2	6 2	1	1	2
		245	30.60	472	28.11	6	38,694	.....	1	12 0	7 0	1	1	
1,611	July 1, 1889	967	29.77	22	30.72	.....	.....	.....	[21]	14 0	7 0			
		245	26.15	472	22.77	.....	.....	.....	[21]	15 0	8 6			
2,658	July 1, 1884	3	24.32	4	25.33	6								
4,631	July 1, 1884	109	29.40	110	32.66	6	173,840	139.29	[103]	22 2	8 11	4	1	[119]
658	July 1, 1888	50	21.2	53	21.2	6	24,227	77.16	1	9 8	8 7	1	1	1
									[121]	11 3	7 0			
8,423	July 1, 1889	3	26.90	4	29.49	7	149,270	102.24	[125]	40 0	8 10	4	2	[1414]
		1	27.20	2	31.22	7	149,270	102.24	2	40 0	8 10	4	1	
8,432	July 1, 1889	15	25.17	16	27.57	6	107,297	114.63	2	18 3	8 7	3	1	3
									[161]	15 6	8 6			
1,259	July 1, 1889	23	25.07	22	20.45									
1,118	July 1, 1889	109	26.34	102	29.11	6	57,545	92.22	[172]	15 9	8 8	2	1	2
3,479	July 1, 1886	3	29.71	4	30.91	7	186,537	170.35	2	14 0	9 0	3	1	3
228	July 1, 1888	7	26.40	8	25.30	6	31,580	101.22	1	12 2	7 6	1	1	1
173	July 1, 1887	81	14.13	80	8.67	6	25,721	82.44	1	8 0	6 6	1	1	1
149	Mar. 30, 1887	468	15.44	467	15.44	7	45,384	124.34	1	16 7	8 10	1	1	1
1,957	July 1, 1884	92	23.20	91	23.67	6	181,728	128.47	3	18 11	9 1	8	1	8
		204	[28]	201	[29]									
		94	21.61	93	24.51	7	212,598	145.61	1	15 6	9 1			
		202		203										
1,831	July 1, 1884	6	26.11	5	30.17	6	141,211	113.15	[103]	22 0	8 10	4	1	[2210]
829	July 1, 1888	1	24.73	2	24.73	7	184,434	126.37	[234]	25 0	9 0	4	1	4
									[232]	12 0	7 2			
743	Apr. 16, 1884	1	20.50	2	20.14	.....	.....	.....	[231]	14 0	8 2			

[23] These cars in use between Lynchburgh, Va., and Chattanooga, Tenn.
[24] Two transfer clerks at Lynchburgh, Va.
[25] 96.50 miles covered by the Lynchburgh and Bristol R. P. O.
[26] In reserve.
[27] One car in reserve.
[28] Balance of route (132.07 miles) covered by Omaha and McCook, Nebr., R. P. O.
[29] Double service whole length of line daily, except Sunday.
[30] Trains 94 and 202 and 93 and 203 perform daily service.
[31] In connection with the Cadillac and Fort Wayne and Grand Rapids and Cincinnati R. P. O.'s gives double service between Cadillac, Mich., and Fort Wayne, Ind., (240 miles), daily except Sunday.
[32] Balance of route (240.68 miles) covered by Cadillac and Fort Wayne R. P. O.
[33] One clerk assigned as chief clerk at Grand Rapids, Mich.; one clerk assigned as transfer clerk at Grand Rapids, Mich.; four clerks assigned to Cadillac and Fort Wayne R. P. O.
[34] Reported last year as Marquette and Houghton R. P. O.; service extended to Mackinaw City, Mich., July 23, 1888, increasing distance 155 miles.
[35] One in reserve.
[36] In reserve at Marquette, Mich.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*).	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Logan and Pomeroy, Ohio	5	82.83	Logan, Pomeroy, Ohio (Col., Hock. Val. and Tol.).	21074	83.76
Logansport, Ind., and Columbus, Ohio.	5	198.70	Logansport, Ind., Bradford, Ohio, (Chic., St. L. and Pitts.).	22017	114.65
			Bradford, Columbus, Ohio (Chic., St. L. and Pitts.).	21015 (part)	(4)
Logansport, Ind., and Keokuk, Iowa.	6	283.02	Logansport, State Line, Ind. (Chic., St. L. and Pitts.).	22014	61.27
			State Line, Ind., Keokuk, Iowa (Tol., Peo. and West.).	[6]23027 (part)	222.83
Los Angeles and National City, Cal.[8]	8	134.06	Los Angeles, Orange, Cal. (Cal. Central Rwy.).	46063	31.82
			Orange, Los Angeles Junc., Cal. (Cal. Central Rwy.).	46053 (part)	51.61
			Los Angeles Junc., National City, Cal. (Cal. Central Rwy.).	46037 (part)	48.90
Los Angeles and Santa Barbara, Cal.[9]	8	114.22	Saugus Sta. (n. o.), Santa Barbara, Cal. (Southern Pacific R. R.).	46051	80.90
			Los Angeles, Saugus Sta. (n. o.), Cal. (Southern Pacific).	46014 (part)	.....
Los Angeles and Tustin City, Cal.[10]	8	51.15	Los Angeles, Miraflores Sta. (n. o.), Cal. (Southern Pacific).	46017 (part)	27.30
			Studebaker Sta. (n. o.), Whittier, Cal. (Southern Pacific).	46068	6.69
			Miraflores Sta. (n. o.), Tustin City, Cal. (Southern Pacific).	46067	11.05
Louisville and Bloomfield, Ky	5	58.14	Louisville, Anchorage, Ky. (Louis. and Nash.)	20004 (part)	(11)
			Anchorage, Shelbyville, Ky. (Louis. and Nash.)	20012	10.44
			Shelbyville, Bloomfield, Ky. (Louis. and Nash.).	20026	27.72
Louisville and Burgin, Ky.[12]	5	93.14	Louisville, Harrodsburgh, Ky. (Louis. South.).	20039	84.80
			Harrodsburgh, Harrodsburgh Junc., Ky. (Louis. South.).	[12]20021	5.82
Louisville and Henderson, Ky. (14)	5	143.90	Louisville, Henderson, Ky. (Louis., St. L. and Tex.).	20040	142.51
Louisville, Ky., Huntingburgh and Evansville, Ind.	5	124.08	Louisville, Ky., Huntingburgh, Ind. (Louis., Evans. and St. L.).	22048 (part)	(16)
			Huntingburgh, Evansville, Ind. (Louis., Evans. and St. L.).	[12]22032 (part)	47.39
Louisville, Ky., and Knoxville, Tenn.	5	267.87	Louisville, Lebanon Junction, Ky. (Louis. and Nash.).	20005 (part)	(29)
			Lebanon Junction, Ky., Jellico, Tenn. (Louis. and Nash.).	20007	171.44
			Jellico, Knoxville, Tenn. (East Tenn., Va. and Ga.).	59008	65.51
Louisville and Paducah, Ky...	5	228.14	Louisville, Paducah, Ky. (Ches., Ohio and So. West.).	[12]20009 (part)	226.90

[1] Previous to November 27, 1888, clerks made two round trips daily, except Sunday.

[2] Clerks run in car of the Pittsburgh and St. Louis R. P. O. train 1 between Columbus and Bradford, Ohio, as helpers.

[3] In reser[illegible]

[4] Covered by Pittsburgh and St. Louis R. P. O. (83.40 miles).

[5] East Division, Logansport, Ind., to Peoria, Ill. (171.52 miles).

[6] Balance of route, Keokuk, Iowa, to Warsaw, Ill. (6.37 miles), covered by closed pouches. (See Table C[c].)

[7] West Division, Peoria, Ill., to Keokuk, Iowa (111.50 miles).

[8] New service Oct. 6, 1888, curtailing San Bernardino and National City. Balance of route 46037 covered by Albuquerque and Los Angeles and *San Bernardino* and Oceanside R. P. O.'s. Balance of route 46055 covered by San Bernardino and Orange R. P. O. For cars see Albuquerque and Los Angeles. Cars run from Albuquerque, N. Mex., to National City, Cal.

[9] Route 46014 covered by El Paso, Tex., and Los Angeles, Cal., and San Francisco and Los Angeles R. P. O.'s; additional to San Francisco and Los Angeles between Saugus Junction and Los Angeles.

[10] New service on routes 46067 and 46068 established June 29, 1889; reported last year as Los Angeles and Santa Anna R. P. O. Balance of route 46017 (7.05 miles) closed-pouch service. (See Table C[c]—Miraflores and Santa Anna.)

[11] Covered by Cincinnati and Nashville R. P. O. (12 miles).

[12] R. P. O. service established July 16, 1888, between Louisville and Harrodsburgh, Ky.; distance, 84.80 miles. November 27, 1888, service extended to Burgin, Ky.; increase in distance, 4.79 miles.

United States on June 30, 1889—Continued.

Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	Train No. outward.	Av'gespeed (miles).	Train No. inward.	Av'gespeed (miles).					Length.	Width.			
									Ft. In.	Ft. In.			
[9] July 1, 1888	3	25	4	26. 1	7	188, 434	129. 06	2	12 9	9 0	4	1	4
.....	3	26. 8	4	26. 8	7								
[8] July 1, 1889	3	21. 9	4	22. 2	7								
[7] July 1, 1888	2	27. 9	1	28. 7	7	140, 459	98. 27	2	24 9	9 3	3	1	[25]
								[11]	24 0	9 0			
July 1, 1888	1	21	2	21	6	115, 920	123. 84	1	15 3	9 0	3	1	4
								1	13 6	9 0			
July 1, 1888	1	18. 8	2	18. 5									
.....	1	20. 9	2	22. 2	6	95, 721	153. 4	2	12 0	7 0	2	1	2
July 1, 1888	274	13. 04	273	13. 04	6	28, 486	91. 30	1	6 1½	7 2	1	1	1
July 1, 1889	31	24. 63	30	25. 48	6	39, 412	126. 32	1	15 0	7 3	1	1	1
July 1, 1889	256	24. 75	7	24. 75	6	33, 602	80. 37	2	10 2	7 0	2	1	2
	253	24. 37	258	25. 15	6	16, 848							
July 1, 1885	256	25. 30	7	26. 12									
July 1, 1889	12	28. 41	75	27	6	39, 542	126. 74	1	9 0	7 0	1	1	1
								1	10 0	7 9			
July 1, 1889	12	15. 96	75	20. 40									
July 1, 1889	12	19. 81	75	15. 09									
July 1, 1888	1	23. 17	2	24. 84	7	774, 530	[12]135. 64	[13]10	30 0	9 1	5	1	[14]18
							[14]134	[14]1	30 0	9 1	5	1	
							[17]127. 30	.....	.....	.....	6	1	
July 1, 1886	1	22. 73	2	22. 23									
July 1, 1886	154	15. 62	153	14. 94	6	85, 736	114. 54	1	9 11½	6 4½	1	1	1
July 1, 1884	705	24. 42	706	24. 42	6	92, 433	98. 75	2	22 2	8 11	3	1	([20])
July 1, 1884	5	23. 68	6	22. 37	6								
July 1, 1887	24	22. 86	21	22. 86	6	238, 74	76. 52	1	13 9	7 1½	1	1	1
June 21, 1888	1	27. 27	4	27. 27	6	142, 428	114. 12	1	25 0	9 3	4	1	4
								1	26 0	9 3			
Mar. 30, 1887	1	23. 92	4	24. 64									
July 1, 1887	58	22. 90	57	21. 95	6	27, 362	87. 70	1	14 10	7 6	1	1	1
July 1, 1888	6	16. 32	1	17. 28	6	21, 803	69. 88	2	8 3	6 9	1	1	1
.....	6	18	1	18	6								
July 1, 1888	1	24. 24	10	25. 80	6	168, 561	135. 06	[24]3	21 8	9 0	4	1	4
July 1, 1887	3	25. 98	2	23. 30	6	163, 425	130. 95	1	26 0	9 3	4	1	4
								1	23 7	9 4			
July 1, 1887	41	14. 97	40	13. 36	6	39, 137	125. 45	1	12 1	7 2	1	1	1

elpers between Mandan and Dickinson,

Division, Forsyth to Helena, Mont.
erve at Helena, Mont.
Division, Helena, Mont., to Spokane Falls,
h.
of route (144.90 miles) covered by Spo-
Falls, Wash., and Portland, Oregon, R.

on route 24015, Manistee Junction to East
inaw, Mich. (119.83 miles), and in connec-
with Bay City, Wayne and Detroit, and
lington and Toledo R. P. O.'s gives double
rice between Manistee Junction and
yne, Mich. (210.33 miles), daily, except Sun-

[20] Clerks appointed to Ludington and Toledo R. P. O.

[21] Shown in report of Ludington and Toledo R. P. O.

[22] Balance of route, Big Run to Stewart, Ohio, covered by closed pouches; distance, 4.86 miles. (See Table C[e].)

[23] Balance of route (20.70 miles) not paid for by Department.

[24] One car in reserve.

[25] Balance of route (89.90 miles) covered by Marion and Council Bluffs, Iowa, R. P. O.

[26] Balance of route (287.64 miles) covered by Calmar, Iowa, and Chamberlain, Dak., R. P. O.

TABLE A[a].—*Statement of railway post offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Marshalltown and Story City, Iowa.	6	39.55	Marshalltown, Story City, Iowa (Central Iowa).	27079	39.14
Mason City and Albia, Iowa...	6	169.55	Mason City, Albia, Iowa (Central Iowa)...	[1]27010 (part)	170.21
Mason City and Fort Dodge, Iowa.	6	73.05	Mason City, Fort Dodge, Iowa (Mason City and Ft. Dodge).	27097	73.05
Maysville and Paris, Ky., and Cincinnati, Ohio.	5	130.69	Maysville, Paris, Ky. (Ky. Cent'l).....	20015	50.29
			Paris, Ky., Cincinnati, Ohio (Ky. Cent'l) ..	20002 (part)	([2])
Meadville and Oil City, Pa.....	2	86.62	Meadville, Oil City, Pa. (N. Y., Pa. and O.).	8043	86.67
Memphis, Tenn., and Bald Knob, Ark.[4]	11	93.71	Memphis, Tenn., Bald Knob, Ark. (St. L., I. M. and S.).	29023	93.71
Memphis, Tenn., and Grenada, Miss.	4	101.60	Memphis, Tenn., Grenada, Miss. (Miss. and Tenn. R. R.).	18002	100.27
Memphis, Tenn., and New Orleans, La.[5]	4	.....	Memphis, Tenn., New Orleans, La. (Louis., N. O. and Tex. Rwy.).	18019	455.00
Northern Division.....	...	221.46	.....	.....	.....
Southern Division.....	...	235.06	.....	.....	.....
Short run.....	...	88.80	.....	.....	.....
Memphis, Tenn., and Little Rock, Ark.[10]	11	136	Memphis, Tenn., Little Rock, Ark. (M. and L. L.).	29001	135.00
Mendota and Centralia, Ill	6	211.99	Mendota, Centralia, Ill. (Ill. Central).....	[11]23021 (part)	211.43
Mendota and Fulton, Ill.....	6	65.26	Mendota and Fulton, Ill. (Chi., Bur. and Qcy.).	23013	64.82
Menominee, Mich., and Milwaukee, Wis.[12]	10	180.85	Menominee, Mich., Ft. Howard, Wis. (Chi. and No. West.).	24031 (part)	([13])
			Ft. Howard Fond du Lac, Wis. (Chi. and No. West.).	25009 (part)	([13])
			Fond du Lac, Milwaukee, Wis. (Chi. and No. West.).	25012 (part)	([13])
Meridian, Miss., and New Orleans, La.	4	196.30	Meridian, Miss., New Orleans, La. (N. O. and N. E. R. R.).	18016	196.30
Meridian, Miss., and Shreveport, La.	4	312.56	Meridian, Vicksburg, Miss. (V. and M. R. R.).	18003	140.70
			Vicksburg, Miss., Shreveport, La. (V., S. and P. R. R.).	30008	172.60
Merrill and Tomah, Wis.....	10	107.50	Merrill, Tomah, Wis. (Chi., Mil. and St. Paul).	[10]25031 (part)	108.07
Mexico and Cedar City, Mo....	7	50.34	Mexico, Cedar City, Mo. (C. and A.).....	28021	50.34
Michigan City and Indianapolis, Ind.	5	161.18	Michigan City, Indianapolis, Ind. (Lake Erie and West.).	22004	161.77
Michigan City and Monon, Ind.	5	50.80	Michigan City, Monon, Ind. (Louis., N. Alb., and Chic.).	[10]22008 (part)	50.57
Middleton, Tenn., Pontotoc, Miss.	4	62.68	Middleton, Tenn., Pontotoc, Miss. (S. I. Rep. and Ky. R. R.).	18008	62.68
Middletown and New York, N. Y.	2	89.78	Middletown, N. Y., Jersey City, N. J. (N., Y., S. and W.).	7037	88.46
Millerton and Dutchess Junction, N. Y.	2	57.97	Millerton, Dutchess Junction, N. Y. (N., D. and C.).	6035	57.97
Milton and Stockton, Cal.....	8	30.00	Milton, Stockton, Cal. (Stockton and Copperopolis R. R.).	46012	30.00
Milwaukee, Wis., and Chicago, Ill.	10	86.14	Milwaukee, Wis., Chicago, Ill. (Chi. and No. West.).	25001	85.40

[1] Balance of route, Lyle, Minn., to Mason City, Iowa (28.50 miles), covered by closed pouches. (See Table C.)
[2] One of these cars in reserve.
[3] Covered by Cincinnati and Livingston R. P. O (0.75 miles).
[4] Established August 20, 1888.
[5] Reserve.
[6] One reserve car.
[7] This line divided at Vicksburg, with additional service between New Orleans and Baton Rouge on trains 5 and 6.
[8] Two reserve cars.
[9] One detailed assistant chief clerk, New Orleans; one detailed transfer clerk, Vicksburg.
[10] Double service established June 15, 1889.
[11] Balance of route (131.79 miles) covered by Dubuque, Iowa, and Mendota, Ill., R. P. O.

United States on June 30, 1889—Continued.

Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
									Ft. In.	*Ft. In.*			
5 July 1, 1887	35	14.68	36	10.21	6	24,679	79.10	1	7 0	7 6	1	1	1
2 July 1, 1887	2	21.70	1	22.67	6	105,799	113.03	[2] 1	22 0 23 0	9 6 8 11	3	2	6
5 June 20, 1888	1	26.55	2	24.34	6	45,583	146.10	1	11 6	7 1	1	1	1
2 July 1, 1884	10	19.20	11	20.40	6	81,551	130.69	1 1	12 0 11 0	9 6 8 7	2	1	2
1 July 1, 1888	10	28.14	11	26.28	6								
1 July 1, 1889	93	25.58	94	25.58	6	22,850	73.24	1	16 0	7 0	1	1	1
July 1, 1889	613	21.62	612	22.19	7	58,849	98.71	1 [5] 1	24 10 18 8	8 10 9 3	2	1	2
July 1, 1888	2	23.8	1	25.5	7	74,168	101.16	1 [5] 1	12 2 16 0	9 2 9 2	2	1	2
July 1, 1888													
-------	7	24.5	8	23.8	7	161,665	110.73	7	15 5	9 3	4	1	11
-------	3	23.7	4	23.7	7	171,593	117.50	[3]	.....	.....	4	1	[3]
-------	5	24.8	6	24.8	6	55,766	177.60	.....	.....	.....	1	1	
July 1, 1886	1	23.82	2	19.75	7	103,360	136	2	22 8	8 9	2	1	4
	3	21.60	4	22.50	7	.....	136	1 [4] 1	17 0 17 0	7 8 7 8	2	1	
July 1, 1887	3	22.45	2	24.16	6	132,282	105.99	2	41 4½	9 0	4	2	[17]11
July 1, 1887	29	22.87	28	21.02	6	40,722	130.52	1	19 8	8 10	1	1	1
July 1, 1888	4	21.72	3	18.89	6	112,850	180.85	1 1	22 0½ 20 1	9 5½ 9 2½	2	1	2
July 1, 1887	144	24.55	141	25.35									
July 1, 1887	12	30.38	61	31.65									
July 1, 1888	1	31.8	6	26.7	7	143,299	130.83	2	50 0	9 4	3	1	[17]4
July 1, 1888	1	23.6	2	21.1	7	228,168	104.15		42 2	9 5	6	1	6
Feb. 1, 1885	1	18.9	2	19.7	7								
July 1, 1889	2	25.36	3	25.50	6	67,080	107.50	1 1	20 8 23 1	8 11 9 5	2	1	2
July 1, 1887	138	16.81	137	14.41	6	31,412	100.68	1 [19] 1	17 6 25 8	9 0 8 9	1	1	1
July 1, 1888	11	23.28	10	22.80	6	100,576	107.45	2 [19] 1	18 3 17 3	9 0 9 0	3	1	3
July 1, 1888	11	24.66	12	25.56	6	37,315	119.60	1	14 0	9 0	1	1	1
July 1, 1889	2	12	1	12	6	39,112	125.26	1	8 6	6 0	1	1	1
July 1, 1889	12	25.87	1	26.46	6	56,023	134.36	1 [19] 1 [19] 1	14 0 11 0 10 6	5 6 6 6 4 6	[21] 1	1	[21] 1
July 1, 1889	51	20.82	54	19.75	6	36,173	115.94	[22] 2	12 0	6 6	1	1	1
July 1, 1886	5	28.65	8	28.65	6	18,776	60.18	1	10 0	8 9	1	1	1
July 1, 1887	4 10	28.33 28.33	5 9	30.90 28.33	6 6	53,751 53,751	86.14 86.14	1 1	50 0 50 0	9 5 9 5	2 2	1 1	[23]5

helpers between Mendota and Wapella.
One clerk detailed to transfer duty at
omington, Ill.
service established August 29, 1888.
ance (51.17 miles) covered by Ishpening.
ch., and Fort Howard, Wis., R. P. O.
ance (65.50 miles) covered by Fort Howard,
is., and Chicago, Ill., R. P. O.
ance (63.70 miles) covered by Fond du Lac
d Milwaukee, Wis., R. P. O.
transfer clerk, Meridian, Miss.

[18] Balance of route (53.89 miles) covered by Minocqua and Merrill, Wis., pouch service. (See Table C.)
[19] In reserve.
[20] Balance of route covered by Chicago, Monon and Cincinnati R. P. O. (95.61 miles).
[21] Relieved every fourth week by Port Jervis and New York R. P. O.
[22] One car in reserve.
[23] One helper between Chicago and Lake Forest, Ill.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Macon, Ga., and Birmingham, Ala.	4	258.13	Macon, Columbus, Ga. (S. W. R. R.)	15011	101.05
			Columbus, Ga., Opelika, Ala. (Sav. and West. R. R.).	17007	29.58
			Birmingham, Opelika, Ala. (Sav. and West. R. R.).	17016	129.12
Macon and Savannah, Ga.	4	192.41	Macon, Savannah, Ga. (Cent. R. R.)	15010	191.57
Macon, Ga., Troy, Ala	4	185.77	Macon, Columbus, Ga. (S. W. R. R.)	15011	([3])
			Columbus, Ga., Troy, Ala. (Mob. and Gir. R. R.).	17008	85.65
Macon and Valdosta, Ga.	4	153.40	Macon, Valdosta, Ga. (Ga. South. and Fla. R. R.).	15058	153.40
Madison and Benedict, Kans.	7	45.65	Madison, Benedict, Kans. (C., K. and W.)	33069	45.65
Madison, Wis., and Freeport, Ill.	10	63.16	Madison, Wis., Freeport, Ill. (Ill. Cent.)	23103	63.16
Manchester, N. H., Lawrence and Boston, Mass.	1	53.85	Manchester, N. H., Lawrence, Mass. (Bos. and Me., Man. and Law. Div.).	3063	27.07
			Lawrence, Boston, Mass. (Bos. and Me.)	[4]3011 (part)	([5])
Manchester and Peterboro', N. H.	1	63.87	Manchester, Concord, N. H. (Concord)	[6]1001 (part)	([7])
			Concord, Contoocook, N. H. (Bos. and Me. Low. Sys.).	[8]1009 (part)	([9])
			Contoocook, Peterboro', N. H. (Bos. and Me. Low Sys.).	1010	32.72
Mandan, Dak., and Spokane Falls, W. T.[10]	10	1061.00	Mandan, Dak., Missoula, Mont. (Nor. Pac.)	[11]26001 (part)	804.02
			Missoula, Mont., Spokane Falls, Wash. (Nor. Pac.).	[12]43009 (part)	257.60
Manhattan and Burlingame, Kans.	7	57.27	Manhattan, Burlingame, Kans. (M., A. and B.).	33034	57.27
Manistee and East Saginaw, Mich.[13]	9	148.13	Manistee, Manistee Junction, Mich. (F. and P. M.).	24045	27.12
			Manistee Junction, East Saginaw, Mich. (F. and P. M.).	24015 (part)	([21])
Mankato and Wells, Minn.	10	38.26	Mankato, Wells, Minn. (Chi., Mil. and St. P.).	26024	38.30
Manilla, Iowa, and Mitchell, Dak.	10	228.25	Manilla, Sioux City, Iowa (Chi., Mil. and St. P.).	27098	90.70
			Sioux City, Iowa, Mitchell, Dak. (Chi., Mil. and St. P.).	35001	138.18
Maquoketa and Davenport, Iowa.	6	43.85	Maquoketa, Davenport, Iowa (Chi., Mil. and St. P.).	27018	43.97
Marietta and Sharpsburgh, Ohio.	5	34.94	Marietta, Big Run, Ohio (Marietta Mineral).	[22]21096 (part)	25.04
			Big Run, Sharpsburgh, Ohio (Mar., Col. and Nor.).	21064	9.90
Marion, Ohio, and Chicago, Ill.	5	270.13	Marion, Chicago Junction (n. o.), Ind. (Chicago and Atlantic).	[23]21090 (part)	250.70
Marion and Council Bluffs, Iowa.	6	261.90	Marion, Council Bluffs, Iowa (Chi., Mil. and St. P.).	[24]27028 (part)	262.47
Marion and Running Water, Dak.	10	62.72	Marion, Running Water, Dak. (Chi., Mil. and St. P.).	[25]27025 (part)	62.42

[1] One reserve car.

[2] One detailed as transfer clerk, Macon, Ga.; one detailed as transfer clerk, Savannah, Ga.

[3] 101 miles reported as Macon and Birmingham R. P. O.

[4] Balance of route covered by Portland and Boston R. P. O. (89.33 miles). These clerks double the road between Manchester, N. H., and Lawrence, Mass.

[5] Covered by Portland and Boston R. P. O. (27 miles).

[6] Balance of route covered by St. Albans and Boston R. P. O. (18.02 miles).

[7] Covered by St. Albans and Boston R. P. O. (18.26 miles).

[8] Balance of route covered by Claremont and Boston R. P. O. (42.93 miles), and closed-pouch service between Claremont and Claremont Junction (2.02 miles). (See Table C[c].)

[9] Covered by Claremont and Boston R. P. O. (11.97 miles). This clerk runs in the same car with Claremont and Boston clerk between Concord and Manchester, N. H.

[10] Reported last year on Mandan, Dak., and Helena, Mont., and Helena, Mont., and Portland, Oregon, R. P. O.'s.

[11] Balance of route (476 miles) covered by St. Paul, Minn., and Mandan, Dak., R. P. O.

[12] East Division, Mandan, Dak., to Forsyth, Mont.

[13] Cars run through to Portland, Oregon, via Tacoma, Wash., over routes 43009, 43011, 43005 and 43001.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules). Train No. outward.	Av'ge speed (miles).	Train No. inward.	Av'ge speed (miles).	Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures). Length.	Width.	Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
Lbs.										*Ft. In.*	*Ft. In.*			
1,276	July 1, 1887	101	23. 62	100	25. 33	6	105,031	112. 26	1	24 0	9 2½	3	1	[14]
									1	24 6½	9 2½			
662	July 1, 1887	101	27. 27	100	22. 21									
1,072	July 1, 1887	101	21. 81	100	24									
4,937	July 1, 1887	4	21. 36	7	21. 36	6	126,247	134. 88	2	25 0	9 5	3	1	3
1,562	July 1, 1887	6	26. 79	7	28. 63									
1,194	July 1, 1887	15	22. 06	16	20. 65									
-------	----------	65	22. 68	68	22. 77	6	165,322	132. 47	[3]	16 9	7 6	4	1	4
									[3]	12 1	7 4			
435	July 1, 1888	65	17. 85	68	18. 14									
4,937	July 1, 1887	2	21. 36	1	21. 36	6	214,824	172. 13	[5]	25 0	8 11½	4	1	4
									[2]	14 6	7 3			
910	July 1, 1887	2	27. 69	1	26. 56									
279	July 1, 1889	25	12. 24	26	11. 54	7	17,544	102	1	17 9	8 10½	1	1	1
7,009	July 1, 1887	3	23. 60	4	23. 60	7	183,595	125. 75	2	50 0	9 3	[11]4	½	[12]15
4,814	July 1, 1887	3	24	4	25. 60	7	243,236	133. 28	3	24 0	9 3	[13]5	1	
3,438	Mar. 30, 1887	3	24. 79	4	23. 18		.....	.....	[14]1	40 0	9 3			
1,741	July 1, 1888	3	22. 20	4	22. 20									
402	July 1, 1889	1	23. 04	2	23. 34	6	86,132	130. 70	2	14 0	7 3	2	1	2
343	July 1, 1888	1	17. 32	2	17. 40	6								
306	July 1, 1888	1	17. 82	2	16. 20	6								
1,430	July 1, 1887	1	23. 96	2	23. 80	7	[16]220,511	151. 03	2	24 0	7 0	6	1	[17]7
		3	22. 23	4	21. 92	7	97,411	133. 50	2	21 0	7 0			
686	Oct. 31, 1887	-----	----	-----	-----	-----	----------	------	1	20 0	7 0			
7,334	July 1, 1887	3	21. 24	4	21. 70	7	56,750	155. 48	1	18 6	7 3	1	1	1
1,254	July 1, 1889	380	24	387	13. 33	6	[21]20,704	66. 3[9]	1	15 0	8 8	1	1	1
541	July 1, 1889	380	25. 12	387	23. 26	6	.....	.....	([22])	... ...	.....	([22])		
674	July 1, 1884	101	24. 90	102	27. 66	6	21,397	68. 58	1	10 0	6 0	1	1	1
853	Apr. 1, 1889	103	20. 13	112	20. 13	6	42,201	138. 54	1	9 6	6 6	1	1	1
		103	3. 93	112	9. 84	6								
		[23]101	9. 84	102	9. 84	6	[23]1,023							
662	July 1, 1887	120	19. 84	121	25. 80	6	34,993	112. 16	1	14 6½	7 6	1	1	1
									[1]	10 2	5 11			
151	July 1, 1887	120	12	121	16									
662	July 1, 1887	120	22. 28	121	26									
1,635	July 1, 1888	52	30. 4	53	30. 4	7	82,949	113. 63	1	12 0	6 9	2	1	2
									1	10 6	5 3			
460	July 1, 1888	8	13	7	13	7								

at Momence, Ill., decreasing distance 25 miles, leaving that part of route, La Crosse to Goodland, Ind., distance 49.30 miles, to be covered by closed-pouch service. (See Table C°.)

[3] Double daily service between Monett, Mo., and Ft. Smith, Ark. (133.44 miles).

[4] One helper on trains 3 and 4, between Monett, Mo., and Springdale, Ark. (60.70 miles).

[5] Ft. Smith and Mansfield, Ark., R. P. O. runs over (13.90 miles) of route 29019 between Ft. Smith and Jenson, Ark.

[6] Balance of route covered by St. Louis, Mo., and Halstead, Kans., R. P. O. Distance between Pierce City, Mo., and Vinita, Ind. T., that portion of route between Monett and Pierce City, Mo., covered by St. Louis, Mo., and Halstead, Kans., R. P. O.

[7] 47.58 miles covered by South Amboy and Philadelphia R. P. O.

[8] Clerk runs to Trenton, N. J., in the morning without compensation.

[9] Cars and clerks shown on route 7005.

[10] Short run between Montandon and Lewisburgh.

[11] Double daily service between Montandon and Lewisburgh.

[12] Balance of route covered by Milwaukee and Lancaster, Wis., R. P. O. (10 miles), and between Woodman and Lancaster Junction, Wis. (18.53 miles), by closed pouches. (See Table C°.)

TABLE A[a].—*Statement of railway post offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Marshalltown and Story City, Iowa.	6	39.55	Marshalltown, Story City, Iowa (Central Iowa).	27079	39.14
Mason City and Albia, Iowa...	6	169.55	Mason City, Albia, Iowa (Central Iowa)...	[1]27010 (part)	170.21
Mason City and Fort Dodge, Iowa.	6	73.05	Mason City, Fort Dodge, Iowa (Mason City and Ft. Dodge).	27097	73.05
Maysville and Paris, Ky., and Cincinnati, Ohio.	5	130.69	Maysville, Paris, Ky. (Ky. Cent'l).....	20015	50.29
			Paris, Ky., Cincinnati, Ohio (Ky. Cent'l) ..	20002 (part)	([2])
Meadville and Oil City, Pa.....	2	86.62	Meadville, Oil City, Pa. (N.Y., Pa. and O.).	8043	36.67
Memphis, Tenn., and Bald Knob, Ark.[4]	11	93.71	Memphis, Tenn., Bald Knob, Ark. (St. L., I.M. and S.).	29023	93.71
Memphis, Tenn., and Grenada, Miss.	4	101.60	Memphis, Tenn., Grenada, Miss. (Miss. and Tenn. R. R.).	18002	100.37
Memphis, Tenn., and New Orleans, La.[7]	4	.....	Memphis, Tenn., New Orleans, La. (Louis., N. O. and Tex. Rwy.).	18019	455.60
Northern Division.....	...	221.46	.....	.....	.....
Southern Division.....	...	235.06	.....	.....	.....
Short run.....	...	88.80	.....	.....	.....
Memphis, Tenn., and Little Rock, Ark.[10]	11	136	Memphis, Tenn., Little Rock, Ark. (M. and L. L.).	29001	135.00
Mendota and Centralia, Ill	6	211.99	Mendota, Centralia, Ill. (Ill. Central).....	[11]23021 (part)	211.48
Mendota and Fulton, Ill.....	6	65.26	Mendota and Fulton, Ill. (Chi., Bur. and Qcy.).	23013	64.82
Menominee, Mich., and Milwaukee, Wis.[13]	10	180.85	Menominee, Mich., Ft. Howard, Wis. (Chi. and No. West.).	24031 (part)	([14])
			Ft. Howard Fond du Lac, Wis. (Chi. and No. West.).	25009 (part)	([15])
			Fond du Lac, Milwaukee, Wis. (Chi. and No. West.).	25012 (part)	([16])
Meridian, Miss., and New Orleans, La.	4	196.30	Meridian, Miss., New Orleans, La. (N. O. and N. E. R. R.).	18016	196.30
Meridian, Miss., and Shreveport, La.	4	312.56	Meridian, Vicksburg, Miss. (V. and M. R. R.).	18003	140.70
			Vicksburg, Miss., Shreveport, La. (V., S. and P. R. R.).	30008	172.06
Merrill and Tomah, Wis.....	10	107.50	Merrill, Tomah, Wis. (Chi., Mil. and St. Paul).	[12]25031 (part)	108.07
Mexico and Cedar City, Mo	7	50.34	Mexico, Cedar City, Mo. (C. and A.).....	28021	50.34
Michigan City and Indianapolis, Ind.	5	161.18	Michigan City, Indianapolis, Ind. (Lake Erie and West.).	22004	161.77
Michigan City and Monon, Ind.	5	59.80	Michigan City, Monon, Ind. (Louis., N. Alb., and Chic.).	[20]22038 (part)	59.57
Middleton, Tenn., Pontotoc, Miss.	4	62.68	Middleton, Tenn., Pontotoc, Miss. (S. I. Rep. and Ky. R. R.).	18008	62.68
Middletown and New York, N. Y.	2	89.78	Middletown, N. Y., Jersey City, N. J. (N., Y., S. and W.).	7037	88.40
Millerton and Dutchess Junction, N. Y.	2	57.97	Millerton, Dutchess Junction, N. Y. (N., D. and C.).	6085	57.99
Milton and Stockton, Cal.....	8	30.09	Milton, Stockton, Cal. (Stockton and Copperopolis R. R.).	46012	30.09
Milwaukee, Wis., and Chicago, Ill.	10	86.14	Milwaukee, Wis., Chicago, Ill. (Chi. and No. West.).	23001	85.40

[1] Balance of route, Lyle, Minn., to Mason City, Iowa (28.50 miles), covered by closed pouches. (See Table C.)
[2] One of these cars in reserve.
[3] Covered by Cincinnati and Livingston R. P. O (0.75 miles).
[4] Established August 20, 1888.
[5] Reserve.
[6] One reserve car.
[7] This line divided at Vicksburg, with additional service between New Orleans and Baton Rouge on trains 5 and 6.
[8] Two reserve cars.
[9] One detailed assistant chief clerk, New Orleans; one detailed transfer clerk, Vicksburg.
[10] Double service established June 15, 1889.
[11] Balance of route (131.79 miles) covered by Dubuque, Iowa, and Mendota, Ill., R. P. O.

United States on June 30, 1889—Continued.

Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	Train No. outward.	Av'ge speed (miles).	Train No. inward.	Av'ge speed (miles).					Length.	Width.			
									Ft. In.	Ft. In.			
[6] Apr. 13, 1887	1	11. 3	2	11. 4	6	32, 254	103. 38	.....	.....	.....	1	1	[11]1
[8] July 1, 1888	1	29	2	34. 6	7	460, 901	160. 92	[3]	49 4	9 2	8	2	17
	3	27. 3	4	30	7	.....	.....	1	50 0	9 0	.....	.....	([8])
July 1, 1888	1	27. 3	2	33. 2	7								
	3	30. 3	4	29. 2	7								
July 1, 1889	2	17. 49	3	13. 14	6	18, 196	58. 32	[12]	6 0	6 8	1	1	1
July 1, 1889	705	17	700	18	6	16, 149	51. 76	1	17 8	8 7	1	1	1
July 1, 1886	1	15. 06	2	13. 08	7	117, 325	107. 14	3	19 9	8 8	4	1	[14]4
July 1, 1886	3	13. 37	4	13. 37	3	43, 992	141						
July 1, 1889	2	15	1	16. 50	6	140, 300	112. 42	2	20 0	9 0	4	1	4
								[21]1	11 0	8 2			
July 1, 1889	1	20. 59	6	21. 97	6	17, 141	54. 94	1	14 8	8 5	1	1	1
								[21]1	12 10	6 3			
								[21]1	24 6	8 2			
July 1, 1887	31	12	32	11. 10	6	31, 449	100. 80	1	23 11½	9 0½	1	1	1
July 1, 1888	87	8. 80	86	8. 85	7	80, 373	110. 10	2	24 6	9 0	2	1	2
July 1, 1888	457	20. 22	458	20. 84	7	121, 757	111. 19	2	11 11	7 6½	3	1	3
								[21]1	11 11	7 6½			
Apr. 13, 1887	1	18. 4	2	18. 6	6	68, 640	110	1	7 11	6 0	2	1	2
								1	13 0	6 7			
July 1, 1887	32	21. 89	31	24. 19	6	60, 447	96. 87	1	11 11	9 4	2	1	2
July 1, 1887	32	21. 10	31	21. 10									
July 1, 1884	26	23	23	27. 60	6	} 87, 477	120. 12	1	9 6	6 7	1	1	1
July 1, 1884	20	23. 66	23	26. 62	6	}							
July 1, 1888	1	28. 38	2	26. 76	[10]7	110, 624	121. 23	[25]	20 0	9 2	5	1	5
	5	24	6	26. 76	6	94, 561							
July 1, 1888	51	22. 80	52	21. 60	6	105, 805	113. 04	[24]	20 0	9 3	3	1	[11]5
July 1, 1886	1	15. 60	2	12. 48	7	40, 193	110. 12	1	9 0	6 0	1	1	1
	3	14. 85	4	14. 18	7								
July 1, 1887	56	15	55	14. 35	6	44, 778	143. 52	1	18 5	9 0	1	1	([14])
July 1, 1888	3	26. 68	6	25. 74	7	223, 475	153. 07	[15]2	45 0	9 0	[15]4	2	[17]12
	1	30	4	30. 44	7	223, 475	.....	[23]	20 0	9	[15]4	1	
July 1, 1888	3	25. 80	6	25. 20	7								
	1	28. 20	4	28. 20	7								
July 1, 1887	52	25. 08	51	25. 80	7	232, 242	159. 07	[19]2	45 0	9 0	[16]4	1	[20]15
	54	28. 20	53	28. 80	7	232, 242	.....	[21]4	18 5	9 0	[15]4	2	
July 1, 1888	3	23. 12	6	22. 20	6	83, 036	133. 07	2	17 9	8 9	2	1	[20]2
July 1, 1889	3	21. 71	6	20. 40	6								

s the short run of Nashville and St. Louis P. O. Clerk holds appointment on and is wn with that line.
ray post-office cars on day line. Mail apart- nt cars on night line.
line.
r helpers on day line running through.
t line.
R. P. O. car service of 40-ft. cars established this line, to commence July 1, 1889—night line only. Mail apartment car service on y trains.
helpers on day line running between Nash- le, Tenn., and Evansville, Ind.; distance 154.20 miles. Four helpers on night line running through. One clerk in apartment car on trains 55 and 56, between Nashville, Tenn., and Hopkinsville, Ky.; distance 72.71 miles. (See Nashville and Hopkinsvil.e R. P. O.)

[21] Two cars in reserve.

[22] Run of clerks on Nashville and St. Joseph R. P. O. extended to end at Sheffield, Ala., September 3, 1888, increasing distance 29.54 miles.

[23] Covered by Nashville and Montgomery R. P. O. (46.23 miles).

[24] Clerks act as helpers between Nashville and Columbia, Tenn., in both directions to Nashville and Montgomery R. P. O.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Montgomery and Luverne, Ala.	4	51.69	Montgomery, Luverne, Ala. (Montg. South. Rwy.,).	17027	51.69
Montgomery, Ala., and New Orleans, La.	4	321.85	Montgomery, Mobile, Ala. (L. and N. R. R.).	17012	179.34
			Mobile, Ala., New Orleans, La. (L. and N. R. R.).	17013	140.06
Montrose and Tunkhannock, Pa.	2	29.16	Montrose, Tunkhannock, Pa. (Montrose) ..	8078	29.11
Morgantown and Fairmont, W. Va.	3	25.88	Morgantown, Fairmont, W. Va. (Balto... and Ohio).	12017	25.95
Mound House, Nev., and Keeler, Cal.	8	160.72	Mound House, Nev., Keeler, Cal. (Carson and Colorado R. R.).	45004	293
		141	Belleville Junction (n. o.), Nev., Keeler, Cal. (Carson and Colorado).	45006	7.80
Mount Airy, N. C., and Bennettsville, S. C.	3	224.84	Mount Airy, N. C., Bennettsville, S. C. (C. F. and Y. V.).	13011	223.19
Mount Carmel and Sunbury, Pa.	2	27.47	Mount Carmel, Sunbury, Pa. (No. Central).	8023	27.47
Mount Pleasant and Keokuk, Iowa.	6	50.40	Mount Pleasant, Keokuk, Iowa (St. L., Keo. and No. West.).	[7]28018 (part)	50.86
Mount Pleasant and Sherman, Tex.	11	110.10	Mount Pleasant, Sherman, Tex. (St. L., Ark. and Tex.).	31060	110.10
Mulvane and Englewood, Kans	7	166.79	Mulvane, Englewood, Kans. (C., K. and W.).	33068	166.79
Murphy, N. C., and Marietta, Ga.	4	110	Murphy, N. C., Marietta, Ga. (M. and N. G. R. R.).	15030	110
Muscatine and Montezuma, Iowa.	6	96.87	Muscatine, What Cheer, Iowa (Bur., C. Rap. and North.).	27004	76.62
			Thornburgh, Montezuma, Iowa (Bur., C. Rap. and North.).	27005	16.33
Muskegon and Allegan, Mich.[8].	9	60.06	Holland, Allegan, Mich. (C. and W. M.) ...	24023	24.61
			Muskegon, Holland, Mich. (C. and W. M.)	24022 (part)	(9)
Nashville and Chattanooga, Tenn.	5	151.54	Nashville, Chattanooga, Tenn., (Nash., Chatt. and St. L.).	19004	151
Nashville, Tenn., and Hickman, Ky.	5	169.56	Nashville, Tenn., Hickman, Ky. (Nash., Chatt. and St. L.).	19007	171.10
Nashville and Hope, Ark.[12]....	11	27.53	Nashville, Hope, Ark. (Ark. and La.).....	29009	27.53
Nashville, Tenn., and Hopkinsville, Ky.	5	71.76	Nashville, Tenn., Hopkinsville, Ky. (Louis. and Nash.).	23032 (part)	(13)
Nashville, Tenn., and Montgomery, Ala.	5	306.13	Nashville, Tenn., and Decatur, Ala. (Louis. and Nash.).	19006	121.75
			Decatur, Montgomery, Ala., (Louis. and Nash.).	17004	183.86
Nashville, Tenn., and St. Louis, Mo.	5	318.14	Nashville, Tenn., East St. Louis, Ill. (Louis. and Nash.).	23032	318.78
Nashville, Tenn., and Sheffield Ala.[22]	5	133.07	Nashville, Columbia, Tenn. (Louis. and Nash.).	19006 (part)	(22)
			Columbia, Tenn., Sheffield, Ala.) Nash. and Florence).	19017	86.85

[1] Mail carried in baggage car.
[2] One detailed as transfer clerk, Montgomery, Ala.
[3] One car in reserve.
[4] Seven round trips per week, Mound House to Candelaria, Nev. Three round trips per week, Belleville Junction, Nev., to Keeler, Cal. Clerks alternate every four weeks.
[5] In reserve.
[6] Lehigh Valley R. R. car.
[7] Balance of route (138.41 miles) covered by Burlington, Iowa, and St. Louis, Mo., R. P. O. Runs on route 24022, Muskegon to Holland, Mich. (35.50 miles), and in connection with Big Rapids and Holland R. P. O. gives double service between these points daily, except Sunday.
[8] Shown in report of Big Rapids and Holland R. P. O.
[10] Double service over whole line, trains Nos. 1 and 2 daily; trains Nos. 5 and 6 daily, except Sunday.
[11] Two helpers between Nashville and Union City, Tenn. (distance 153.90 miles), daily, except Sunday.
[12] Double daily service.
[13] Covered by Nashville and St. Louis R. P. O. (72.21 miles).

e United States on *June* 30, 1889—Continued.

...ance per day. whole distance	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules). Train No. outward.	Av'gespeed (miles).	Train No. inward.	Av'gespeed (miles).	Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures. Length.	Width.	Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
...be.										*Ft. In.*	*Ft. In.*			
1,018	July 1, 1886	109	25.01	110	21.68	6	59,430	95.24	[22]	14 0	6 11	2	1	2
540	July 1, 1886	109	23.75	110	20.22									
677	July 1, 1887	321	24.44	322	24.44	7	152,424	139.20	[43]	16 4	6 10	3	1	3
.....	.....	483	21.64	484	25.11	7								
76	July 1, 1889	483	22.51	484	22.51	7								
261	July 1, 1888	208	24.78	207	24.78	6	27,069	86.76	[42]	16 2	8 7	1	1	1
755	July 1, 1889	68	26.14	13	26.14	6	25,353	81.26	1	12 0	8 6	2	1	2
		118	23.16	71	26.14	6	25,353							
739	July 1, 1885	68	17.80	13	18.99									
		118	17.26	71	18.99									
116	July 1, 1888	1	11.34	2	9.60	6	43,611	139.78	1	12 0	7 5	1	1	1
									1	10 6	9 4			
.....	.....	1	13.44	2	11.16	6								
234	July 1, 1888	7	21.60	4	21.60	6	15,706	50.34	1	9 5	6 1	1	1	1
128	July 1, 1885	631	24	630	15.27	6	8,923	57.20	1	10 0	6 6	1	1	1
		637	21	636	24	6	8,923							
611	July 1, 1885	25	28.84	48	33.28	6	48,079	115.56	1	16 4	6 10	1	1	[23]2
									[11]	15 6	6 6			
103	July 1, 1885	405	26.59	404	26.59	6	32,329	103.62	1	15 0	6 2	1	1	[13]3
		417	25.48	416	25.48	6	32,329	.....	1	12 11	6 4	1	1	
228	July 1, 1889	7	10.00	8	10.00	6	28,576	100.00	1	7 0	6 0	1	1	1
									[15]1	6 0	4 0			
225	July 1, 1889	18	26.74	17	26.26	7	264,800	145.09	([17])	.....	.....	10	1	[18]11
		20	24.54	19	24.61	7	294,000	134.24						
231	July 1, 1889	18	28.11	17	27.10									
		20	25.65	19	22.95									
149	July 1, 1889	18	27.31	17	27.55									
		20	24.70	19	27.08									
136	July 1, 1886	51	22.25	52	23.15	7	269,640	147.75	3	20 4	7 0	5	1	5
61	July 1, 1886	51	24.85	52	25.33									
211	July 1, 1886	51	23.88	52	25.13									
113	July 1, 1888	51	9.22	52	10.37	6	25,315	81.14	1	14 6	7 6	1	1	1
									[15]1	17 10	9 5			
120	July 1, 1889	4	23.36	3	22.13	6	113,270	114.80	1	41 6	9 0	4	2	[20]21
		15	24.26	33	23.36	6	113,270	.....	1	18 0	6 8	4	2	
101	July 1, 1889	4	24	3	24	.....	.....	.....	1	41 4	9 0			
		15	27.99	33	27.99	.....	.....	.....	1	18 6	6 8			
161	July 1, 1889	4	28.36	3	28.36	}			[22]{1	21 2	6 9			
		15	34.66	33	26.89	} ..	.....	.....	1	21 8	6 4			
726	July 1, 1889	4	28.80	3	26.17	}			1	18 4	6 9			
		15	37.99	33	30.63									
123	July 1, 1889	4	22.21	3	21.42									
		15	33.33	33	30									
750	July 1, 1889	4	24.99	3	24.58									
		15	34.48	33	31.57									

[e clerk detailed as transfer clerk at New London, Conn.

[rvice curtailed March 8, 1889, 78 miles from Port Eads to Bohemia, La.

[serve.

[20 miles reported as Cheneyville and La Fayette, La., R. P. O.

[rs also used by Houston and Eagle Pass R. P. O. (See Houston and Eagle Pass, Tex., R. P. O.) Same cars run over this line.

[e helper on trains 19 and 20 runs to Raceland, La. (40 miles).

[4.28 miles reported as Texarkana, Ark., and El Paso, Tex., R. P. O.

[wo clerks on short run; 1 clerk on short run as short-stop, daily averaging 120 miles; 1 clerk as short stop on day line, daily averaging 120 miles; 1 clerk detailed as transfer clerk at White River Junction, Vt.

[21] Balance of route covered by closed-pouch service between Newport and Derby line (10.14 miles). (See Table C[8].)

[22] Balance of route covered by St. Albans and Boston R. P. O. (120.50 miles), and by St. Albans and Ogdensburgh R. P. O. (Second Division) (24.27 miles).

[23] Reserve cars.

[24] Covered by Brattleborough and Palmer R. P. O. (10.28 miles).

[25] Balance of route covered by Palmer and New London R. P. O. (65.11 miles), and Brattleborough and Palmer R. P. O. (46 miles).

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics.*)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Nebraska City and Beatrice, Nebr.	6	95.24	Nebraska City, Nemeha City, Nebr. (Nebraska).	[1]34005 (part)	27.56
			Nemeha City, Beatrice, Nebr. (Rep. Valley).	34019	67.90
Nevada, Mo., and Arkansas City, Kans.[2]	7	208.80	Nevada, Mo., Chetopa, Kans. (N. and M.)	28058	77.38
			Chetopa, Dexter, Kans. (D. M., and A.)..	[3]33056 (part)	104.61
			Dexter, Arkansas City, Kans. (G. C.).....	33093	26.26
Newark and Shawnee, Ohio....	5	43.38	Newark, Shawnee, Ohio (Balto. and Ohio).	21038	44.04
Newburyport and Boston, Mass	1	40.63	Newburyport, Wakefield, Mass. (Bos. and Me.).	3014	39.80
			Wakefield, Boston, Mass. (Bos. and Me.)..	3011 [7](part)	(6)
New Castle and North Vernon, Ind.	5	69.89	New Castle, Rushville, Ind. (Fort Wayne, Cin. and Louis.).	22042	24.85
			Rushville, North Vernon, Ind. (Cin., Ind'pls, St. L. and Chic.).	22015	46.37
New Galilee, Pa., and New Lisbon, Ohio.	5	25.17	New Galilee, Pa., New Lisbon, Ohio (Pitts., Marion and Chic.).	21093	25.94
New Hartford and Farmington, Conn.	1	14.80	New Hartford, Farmington, Conn. (N. Y., N. H. and Hart., N. Y., and N. H. Div.).	5021	14.37
New Haven, Conn., and New York, N. Y.	1	77.05	New Haven, Conn., New York, N. Y. (N. Y., N. H. and Hart.).	[10]5005 (part)	(8)
New London and New Haven, Conn.	1	51.81	New London, New Haven, Conn. (N. Y., N. H. and Hart., Shore Line Div.).	5004	(12)
New Orleans and Bohemia, La.[14]	11	50	New Orleans, Bohemia, La. (N. O. and Gulf).	30020	50
New Orleans, La., and Houston, Tex.	11	362.74	New Orleans, La Fayette, La. (So. Pac.)...	[10]30003 (part)	149.92
			La Fayette, La., Orange, Tex. (So. Pac.)...	30010	113.25
			Orange, Houston, Tex. (So. Pac.)	31012	106.33
New Orleans, La., and Marshall, Tex.	11	369.37	New Orleans, Cheneyville, La. (Tex. Pac.).	30002	171.54
			Cheneyville Shreveport, La. (Tex. Pac.)..	30011	156.57
			Shreveport, La., Marshall, Tex. (Tex. Pac.).	[10]31009 (part)	40.44
Newport and Cushman, Ark...	11	40.57	Newport, Cushman, Ark. (St. L., I. M. and S.).	29014	40.57
Newport, Vt., and Springfield, Mass.	1	229.60	Newport, White River Junction, Vt. (Conn. and Pass.).	[11]2010 (part)	105.15
			White River Junction, Windsor, Vt. (Cen. Vt.).	[12]2002 (part)	14
			Windsor, Bellows Falls, Vt. (Sul. Co.).....	2004	25.59
			Bellows Falls, Brattleborough, Vt. (Ver. Val.).	2005	24.04
			Brattleborough, South Vernon, Vt. (n. o.), (Cen. Vt.).	[13]3062 (part)	(14)
			South Vernon, Vt. (n. o.), Springfield, Mass. (Conn. River).	3067	51.88

[1] Balance of route covered by Red Oak, Iowa, and Lincoln, Nebr., R. P. O. (58.15 miles), and by Lincoln and Alliance, Nebr., R. P. O. (51.70 miles).

[2] One of these cars in reserve.

[3] Reported last year as Nevada, Mo., and Chetopa, Kans., R. P. O. Increased distance 130.10 miles.

[4] One car in reserve.

[5] 20.54 miles of route 33056, between Dexter and Winfield, Kans., covered by closed-pouch service (see Table C[c]), and 21.05 miles, between Winfield and Belle Plain, Kans., covered by Winfield and Larned, Kans., R. P. O. Holden, Mo., and Coffeyville, Kans., R. P. O. also runs over 5.33 miles of route 33056, between Dearing and Coffeyville, Kans.; and Yates Center and Sedan, Kans., R. P. O., over 5.60 miles of same route between Peru and Sedan, Kans.

[6] Covered by Portland and Boston R. P. O. (10 miles).

[7] Balance of route covered by Portland and Boston R. P. O. (106.33 miles).

[8] Covered by Boston, Springfield and N. York R. P. O. (73.23 miles).

[9] One clerk detailed as transfer clerk at New Haven, Conn.

[10] Balance of route covered by Boston, Springfield and N. Y. R. P. O. (62.77 miles).

[11] Reserve car.

[12] Covered by Boston, Providence and N. Y. R. P. O. (51.78 miles).

ited States on June 30, 1889—Continued.

Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	Train No. outward.	Av'ge speed (miles).	Train No. inward.	Av'ge speed (miles).					Length.	Width.			
									Ft. In.	*Ft. In.*			
July 1, 1889	15	15. 27	23	27. 99	6	77, 619	124. 39	1	26 0	6 0	2	1	(*)
								1	25 0	6 10			
July 1, 1880	15	25. 99	23	25. 99									
July 1, 1889	15	28. 80	23	26. 17									
July 1, 1889	15	22. 21	23	13. 33									
July 1, 1889	15	23. 07	23	24. 99									
July 1, 1886	407	24. 46	408	21. 40	7	93, 331	[10]127. 70	2	21 0	9 3½	2	[10]2	4
								[11]1	11 6	7 4			
July 1, 1886	437	19. 68	438	19. 68	7	.....	.....	[11]1	11 9	7 3			
July 1, 1886	447	24. 47	448	21. 89	7								
July 1, 1886	409	22. 37	410	21. 35	7	602, 768	150. 13	1	20 9	9 2	10	1	[15]11
								4	18 6	7 3			
Sept. 12, 1887	409	22. 25	410	24. 30	.....	.....	.....	1	24 8	9 3			
								[16]1	24 8	9 3			
Sept. 12, 1887	2	20. 26	1	20. 07	.....	.....	.....	2	16 10	9 3			
								5	20 2½	9 0			
July 1, 1886	2	20. 85	1	20. 85	.....	.....	.....	[16]3	20 2½	9 0			
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[18][19]396
July 1, 1889	21	32. 57	.....	.....	7	211, 335	144. 75	6	60 0	9 0	4	[20]12	
			14	37. 88				[21]1	50 0	9 0			
	23	28. 11	2	32. 27	6	180, 648	123. 73	2	60 0	9 0	4	[20][22]3	
									60 0	0			
	11	33. 83	.....	.....				1	49 7	9 0			
		[23]											
			16	30. 05	7	211, 335	144. 75	2	60 0	9 0	4	[24]13	
								1	49 7	9 0			
								1	50 0	9 0	[25]		
July 1, 1889	.....	.....	[26]22	28. 56	6	[27]		.....	.....	.....	[27]		

*) er and dimensions of cars on each con-
route.
are detailed as follows: 1 as chief clerk
icago, Ill.; 1 as chief time clerk at Grand
ral Depot, New York; 6 as assistant
fer clerks, New York, N. Y.; 1 as trans-
clerk at Castleton, N. Y.; 2 as transfer
s at Syracuse, N. Y.; 3 as transfer clerks
ochester, N. Y.; 2 as transfer clerks at
n Depot, Cleveland; 1 as transfer clerk
. Y., P. and O. Depot, Cleveland; 2 as
nfer clerks at Toledo, Ohio; 1 as transfer
t at Elkhart, Ind.; 2 clerks detailed to
s chief clerk at Syracuse, N. Y.; 3 to R. M.
inting office, Cleveland, Ohio; 8 to office
rintendent R. M. S., Cleveland, Ohio; 4
ne Cleveland and Toledo R. P. O.; 8 to
Toledo and Chicago R. P. O.; 5 to the office
eral Superintendent R. M. S.
are two vacancies on the line, and seven
ng clerks employed.
erks assigned as helpers on train 21, New
k to Albany, N. Y. (142.68 miles). Two
ks assigned as helpers on train 21 outward
train 22 inward, between Albany and Syracuse, N. Y. (147.50 miles). Two distributing clerks run outward on train 21, and inward on train 2, between Utica and Buffalo, N. Y. (208.50 miles).

[21] Runs from New York to Syracuse on train 21.

[22] Two clerks assigned as helpers on train 11 outward and train 2 inward, between Albany and Syracuse, N. Y. (147.50 miles).

[23] Clerks run inward on train 2.

[24] Six clerks assigned as register clerks on 11 outward and train 14 inward, between New York, N. Y., and Chicago, Ill. (982.37 miles).

[25] One clerk assigned as helper on train 11 outward, between New York and Albany, N. Y. (142.68 miles); two clerks assigned as helpers on train 11 outward and train 2 inward, between Albany and Syracuse, N. Y. (147.50 miles); four clerks assigned as helpers on train 11 outward and train 16 inward, between Albany and Syracuse, N. Y. (147.50 miles).

[26] Short run Syracuse to Albany, three clerks in crew. Two of them deadhead east from Albany and run west from New York on train 11.

[27] Accounted for on trains 16 and 11.

TABLE A[a].—*Statement of railway post-offices in operati*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*).	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Middle Division.—Syracuse, N. Y., and Cleveland, Ohio.	9	336.26	Syracuse, Buffalo, N. Y. (N. Y. C. and H. R.).	6011 (part)	150.8
			Buffalo, N. Y., Cleveland, Ohio (L. S. and M. S.).	21095 (part)	183.1
West Division.—Cleveland, Ohio and Chicago, Ill.	9	[b]356.61	Cleveland, Ohio, Chicago, Ill. (L. S. and M. S.).	21095 (part)	357
			Elyria, Millbury, Ohio (L. S. and M. S.)...	21007	75.6
			Toledo, Ohio, Elkhart, Ind. (L. S. and M. S.)	21045	133.6
			Toledo, Ohio, Elkhart, Ind. (L. S. and M. S.)	21095 (part)	[m]
New York, N. Y., Dover, N. J., and Easton, Pa.	2	86.87	Hoboken, N. J., Easton, Pa. (D., L. and W.)	7013	84.9
		62.79	New York, N. Y., Hackettstown, N. J. (D., L. and W.).	7013 (part)	[n]
New York and Dunkirk, N. Y....	2	461.38	New York, Dunkirk, N. Y. (N. Y., L. E. and W.).	6001	459.53
		87.77	Port Jervis, New York, N. Y. (N. Y., L. E. and W.).	6001 (part)	[o]
New York and Elmira, N. Y...	2	303.58	Waverly, Elmira, N. Y. (N. Y., L. E. and W.).	6001 (part)	[o]
			Easton, Pa., Waverly, N. Y. (L. V.).....	8010	295.57
			Metuchen, N. J., Easton, Pa. (L. V.).....	7018	54.28
			New York, N. Y., Metuchen, N. J. (Penn.)	7004 (part)	[p]
		124.13	Elmira, Waverly, N. Y. (N. Y., L. E. and W.).	6001 (part)	[q]
			Waverly, N. Y., Wilkesbarre, Pa. (L. V.).	8010 (part)	[r]

[1] Two clerks assigned as helpers on train 1 outward and train 14 inward, between Toledo, Ohio, and Erie, Pa. (209 miles).
[2] One clerk assigned as helper on train 11 outward, between Syracuse and Buffalo, N. Y. (152.50 miles).
[3] Clerks run inward on train 2.
[4] Shown on route 6011, Middle Division.
[5] Four clerks assigned as helpers on train 3 outward and train 14 inward, between Buffalo, N. Y., and Cleveland, Ohio (183.76 miles).
[6] Two clerks assigned as helpers on train 1 outward and train 8 inward, between Buffalo, N. Y., and Cleveland, Ohio (183.76 miles).
[7] Four distributing clerks run on train 1 outward, and train 2 inward, between Buffalo, N. Y., and Toledo, Ohio (296.50 miles).
[8] Two clerks assigned as helpers on train 11 outward, between Syracuse, N. Y., and Ashtabula, Ohio (281.50 miles).
[9] This is the distance by route 21095. The distance from Cleveland, Ohio, to Chicago, Ill., via route 21095, Cleveland to Elyria, Ohio; thence over route 21007, to Millbury, Ohio; thence over route 21095, to Toledo, Ohio; thence over route 21045, to Elkhart, Ind.; thence over route 21095, to Chicago, Ill., is 342.50 miles.
[10] The opposite train (3) runs outward on route 21095, Cleveland to Toledo, Ohio.; thence over route 21045 to Elkhart, Ind.; and over route 21095 to Chicago, Ill., 348.10 miles.
[11] The opposite train (11) runs outward on route 21095, from Cleveland, Ohio, to Chicago, Ill., 356 miles.
[12] Seven trips inward.
[13] Shown on route 21095, West Division.
[14] The opposite train (12) runs inward on route 21095, Chicago, Ill., to Cleveland, Ohio, 356 miles.
[15] Six trips outward.
[16] Six trips inward.
[17] Seven trips outward.
[18] Shown in report of N. Y. and Chi. R. P. O., Wes Division.

ited States on *June* 30, 1889—Continued.

Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figure).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	Train No. outward.	Av'ge speed (miles).	Train No. inward.	Av'ge speed (miles).					Length.	Width.			
									Ft. In.	*Ft. In.*			
July 1, 1889	21	25.89	14	40.85	7	245,470	168.13	6	60 0	9 0	4	7	
	23, 3	27.43	2	32.82	6	209,826	143.71	2	60 0	9 0	4	8	
	11	39.11	.....	.....	} 7	245,470	168.13	4	60 0	9 0	[1]		
								1	49 7	9 0	4	[2]10	
			16	36.76				2	60 0	9 0		[3]	
								1	49 7	9 0			
July 1, 1889	1	40.66	14	40.22	7	[4]	.....	4	60 0	9 0	[4]	[5][6]	
			12	34.85	7	[4]	.....	4	60 0	9 0	4	[7]4	
	3	31.82	2	33.27	6	[4]	.....	4	60 0	9 0	[4]	[5]	
	11	39.21	.....	....	} 7	[4]	.....	1	60 0	9 0	...	[3]	
								1	49 7	9 0	[4]		
			8	30.50				2	60 0	9 0	....	[6]	
								1	49 7	9 0			
July 1, 1889	1	36.64	12	23.90	7	257,139	176.12	2	60 0	9 0	4	6	
	3	26.77	.....	.....	7	257,139	176.12	2	60 0	9 0	4	7	
			14	33.59	.....	.....	.....	3	60 0	9 0			
	11	31.94	.....	.....	} 7	255,175	174.78	4	60 0	9 0	4	10	
								1	49 7	9 0			
			8	27.58				2	60 0	9 0			
								1	49 7	9 0			
	[10]	.....	2	27.12	6	.....	.....	2	60 0	9 0	4	2	
July 1, 1889	[11]	....	8	28.31	[12]	[12]	.....	2	60 0	9 0			
								1	49 7	9 0			
July 1, 1889	1	40.02	[14]	.....	[13]	[13]	.....	1	60 0	9 0			
	3	28.08	.....	.....	[15]	[13]	.....	2	60 0	9 0			
			2	30.20	[16]	[13]	.....	1	60 0	9 0			
	[11]	.....	8	30.78	[17]	[13]	.....	2	60 0	9 0			
								1	49 7	9 0			
July 1, 1889	[19]25	28.09	[20]	.....	6	219,801	150.55	2	20 0	9 2	4	2	
July 1, 1889	13	24.55	14	23.68	6	54,207	115.82	[21]2	12 0	8 9	2	1	[22]3
July 1, 1889	17	23.29	22	25.11	6	39,181	83.72	1	12 0	8 9	1	1	[23]
July 1, 1889	[24]9	29	[25]8	31.33	6	207,561	158.80	2	50 0	9 0	4	3	[26]51
	3	28.54	12	28.48	7	336,807	.....	2	50 0	9 0	[27]6	3	
								[28]3	50 0	9 0			
July 1, 1889	15	27.71	16	29.26	6	[29]54.768	[30]131.65	1	16 6	6 10	3	1	[23]
	19	15.93	6	26.07	6	[29]54.788	.....	1	15 6	9 2			
July 1, 1889	2	41.53	5	30.85	6	189,434	151.79	2	23 4	9 10	4	1	[26]6
								[28]7	20 0	10 0			
July 1, 1889	2	29.35	5	37.86	6	.....	.....	[31]	.....	.....	[31]		
July 1, 1889	2	42.46	5	40.79	6	.....	.....	[31]	.....	.....	[31]		
July 1, 1885	2	26.89	5	31.20	6	.....	.....	[31]	.....	.....	[31]		
July 1, 1889	9	32.50	30	27	6	77,457	248.26	1	20 0	10 0	2	1	[32]
July 1, 1889	9	34.59	30	27.38	6	.....	.....	[33]	.....	.....	[33]		

s over route 21095, Toledo, Ohio, to Elkhart, d., 142.80 miles. One clerk west from Cleve- d to Toledo, Ohio, on N. Y. and Chi. R. P. train 3. Two clerks take the run from To- lo, Ohio, to Elkhart, Ind., and from Elkhart, d., to Chicago, Ill., on N. Y. and Chi. R. P. train 3.

n 2, West Division, Chicago to Cleveland, io.

car in reserve.

clerk New York and Hackettstown R. P. O.

rnates with N. Y. and Hackettstown R. P. O.

miles covered by New York, Dover and aton R. P. O.

as 9 and 8 run daily, except Sunday, between w York and Hornellsville (332.63 miles).

t helpers; 1 chief clerk of the line; 3 clerks ailed to superintendent's office; 1 clerk as- tant to chief examiner; 1 clerk transfer y, Dunkirk, N. Y.; 1 clerk transfer duty, mira, N. Y.; 1 clerk transfer duty, Bingham- , N. Y.; 1 clerk transfer duty, Hornells- ville, N. Y.; 1 clerk transfer duty, Jersey C ty, N. J.; 3 clerks Port Jervis and New York R. P. O., short run.

[27] Four crews between New York and Hornellsville, and 2 crews between Hornellsville and Dunkirk.

[28] In reserve.

[29] 87.79 miles covered by New York and Dunkirk R. P. O.

[30] Double service daily, except Sunday.

[31] Clerk alternates with Middletown and New York R. P. O.

[32] Clerks shown on route 6001.

[33] 17.54 miles covered by New York and Dunkirk R. P. O.

[34] One helper and 1 transfer clerk at Easton, Pa.

[35] Cars and clerks shown on route 6001.

[36] 26.20 miles covered by New York and Washington R. P. O.

[37] 17.54 miles covered by New York and Dunkirk R. P. O., and 105 miles covered by New York and Elmira R. P. O.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*).	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Middle Division.—Syracuse, N. Y., and Cleveland, Ohio.	9	336.26	Syracuse, Buffalo, N. Y. (N. Y. C. and H. R.).	6011 (part)	150.50
			Buffalo, N. Y., Cleveland, Ohio (L. S. and M. S.).	21095 (part)	183.26
West Division.—Cleveland, Ohio, and Chicago, Ill.	9	[b]356.61	Cleveland, Ohio, Chicago, Ill. (L. S. and M. S.).	21095 (part)	357
			Elyria, Millbury, Ohio (L. S. and M. S.)...	21007	75.01
			Toledo, Ohio, Elkhart, Ind. (L. S. and M. S.)	21045	123.97
			Toledo, Ohio, Elkhart, Ind. (L. S. and M. S.)	21095 (part)	([13])
New York, N. Y., Dover, N. J., and Easton, Pa.	2	86.87	Hoboken, N. J., Easton, Pa. (D., L. and W.)	7013	84.24
		62.79	New York, N. Y., Hackettstown, N. J. (D., L. and W.).	7013 (part)	([14])
New York and Dunkirk, N. Y....	2	461.38	New York, Dunkirk, N. Y. (N. Y., L. E. and W.).	6001	459.55
		87.77	Port Jervis, New York, N. Y. (N. Y., L. E. and W.).	6001 (part)	([15])
New York and Elmira, N. Y...	2	303.58	Waverly, Elmira, N. Y. (N. Y., L. E. and W.).	6001 (part)	([16])
			Easton, Pa., Waverly, N. Y. (L. V.).....	8010	205.57
			Metuchen, N. J., Easton, Pa. (L. V.).....	7018	54.20
			New York, N. Y., Metuchen, N. J. (Penn.)	7004 (part)	([16])
		124.13	Elmira, Waverly, N. Y. (N. Y., L. E. and W.).	6001 (part)	([17])
			Waverly, N. Y., Wilkesbarre, Pa. (L. V.).	8010 (part)	([17])

[1] Two clerks assigned as helpers on train 1 outward and train 14 inward, between Toledo, Ohio, and Erie, Pa. (209 miles).
[2] One clerk assigned as helper on train 11 outward, between Syracuse and Buffalo, N. Y. (152.50 miles).
[3] Clerks run inward on train 2.
[4] Shown on route 6011, Middle Division.
[5] Four clerks assigned as helpers on train 3 outward and train 14 inward, between Buffalo, N. Y., and Cleveland, Ohio (183.76 miles).
[6] Two clerks assigned as helpers on train 1 outward and train 8 inward, between Buffalo, N. Y., and Cleveland, Ohio (183.76 miles).
[7] Four distributing clerks run on train 1 outward, and train 2 inward, between Buffalo, N. Y., and Toledo, Ohio (296.50 miles).
[8] Two clerks assigned as helpers on train 11 outward, between Syracuse, N. Y., and Ashtabula, Ohio (281.50 miles).
[9] This is the distance by route 21095. The distance from Cleveland, Ohio, to Chicago, Ill., via route 21095, Cleveland to Elyria, Ohio; thence over route 21007, to Millbury, Ohio; thence over route 21095, to Toledo, Ohio; thence over route 21045, to Elkhart, Ind.; thence over route 21095, to Chicago, Ill., is 342.50 miles.
[10] The opposite train (3) runs outward on route 21095, Cleveland to Toledo, Ohio.; thence over route 21045 to Elkhart, Ind.; and over route 21095 to Chicago, Ill., 348.10 miles.
[11] The opposite train (11) runs outward on route 21095, from Cleveland, Ohio, to Chicago, Ill., 356 miles.
[12] Seven trips inward.
[13] Shown on route 21095, West Division.
[14] The opposite train (12) runs inward on route 21095, Chicago, Ill., to Cleveland, Ohio, 356 miles.
[15] Six trips outward.
[16] Six trips inward.
[17] Seven trips outward.
[18] Shown in report of N. Y. and Chi. R. P. O., West Division.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figure).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'gespeed (miles).	Train No. inward.	Av'gespeed (miles).					Length.	Width.			
Lbs.										*Ft. In.*	*Ft. In.*			
146,417	July 1, 1889	21	25.89	14	40.85	7	245,470	168.13	6	60 0	9 0	4	7	
		23, 3	27.43	2	32.82	6	209,826	143.71	2	60 0	9 0	4	8	
		11	39.11	.....	.....				4	60 0	9 0	(1)		
									1	49 7	9 0	4	[2]10	
				16	36.76	7	245,470	168.13	2	60 0	9 0	[3]		
									1	49 7	9 0			
114,749	July 1, 1889	1	40.66	14	40.22	7	(4)	.....	4	60 0	9 0	(5)	(6)(6)	
				12	34.85	7	(4)	.....	4	60 0	9 0	4	74	
		3	31.82	2	33.27	6	(4)	.....	4	60 0	9 0	(4)	(6)	
		11	39.21	.....	....				1	60 0	9 0	.....	(6)	
									1	49 7	9 0	(4)		
				8	30.50	7	(4)	.....	2	60 0	9 0	....	(6)	
									1	49 7	9 0			
114,749	July 1, 1889	1	36.64	12	23.90	7	257,139	176.12	2	60 0	9 0	4	6	
		3	26.77	.....	.....	7	257,139	176.12	2	60 0	9 0	4	7	
				14	33.59	.....	.....	.....	3	60 0	9 0			
		11	31.94	.....	.....				4	60 0	9 0			
									1	49 7	9 0			
				8	27.58	7	255,175	174.78	2	60 0	9 0	4	10	
									1	49 7	9 0			
		(10)	.....	2	27.12	6	.....	.....	2	60 0	9 0	4	2	
14,612	July 1, 1889	(11)	.....	8	28.31	(12)	(12)	.....	2	60 0	9 0			
									1	49 7	9 0			
42,996	July 1, 1889	1	40.02	(14)	.....	(12)	(13)	.....	1	60 0	9 0			
		3	28.08	.....	.....	(13)	(13)	.....	2	60 0	9 0			
				2	30.20	(16)	(13)	.....	1	60 0	9 0			
		(11)	.....	8	30.78	(17)	(13)	.....	2	60 0	9 0			
									1	49 7	9 0			
114,749	July 1, 1889	[18]25	28.09	(20)	.....	6	219,801	150.55	2	20 0	9 2	4	2	
3,283	July 1, 1889	13	24.55	14	23.68	6	54,207	115.82	[21]2	12 0	8 9	2	1	[22]3
3,283	July 1, 1889	17	23.20	22	25.11	6	39,181	83.72	1	12 0	8 9	1	1	(23)
16,149	July 1, 1889	[24]9	29	[25]8	31.33	6	207,561	158.80	2	50 0	9 0	4	3	[26]51
		3	28.54	12	28.48	7	336,807	.....	2	50 0	9 0	[27]6	3	
									[28]3	50 0	9 0			
16,149	July 1, 1889	15	27.71	16	29.26	6	[29]54.768	[31]131.65	1	16 6	6 10	3	1	(32)
		19	15.93	6	26.07	6	[29]54.768	.....	1	15 6	9 2			
16,149	July 1, 1889	2	41.53	5	30.85	6	189,434	151.79	2	23 4	9 10	4	1	[33]8
									[28]7	20 0	10 0			
4,653	July 1, 1889	2	29.35	5	37.36	6	.....	.....	(25)	.....	.....	(25)		
4,933	July 1, 1889	2	42.46	5	40.79	6	.....	.....	(25)	.....	.....	(25)		
136,401	July 1, 1885	2	26.89	5	31.20	6	.....	.....	(25)	.....	.....	(25)		
16,149	July 1, 1889	9	32.50	30	27	6	77,457	248.26	1	20 0	10 0	2	1	(34)
4,653	July 1, 1889	9	34.59	30	27.38	6	.....	.....	(25)	.....	.....	(25)		

[18] Runs over route 21095, Toledo, Ohio, to Elkhart, Ind., 142.80 miles. One clerk west from Cleveland to Toledo, Ohio, on N. Y. and Chi. R. P. O. train 3. Two clerks take the run from Toledo, Ohio, to Elkhart, Ind., and from Elkhart, Ind., to Chicago, Ill., on N. Y. and Chi. R. P. O. train 3.

[20] Train 2, West Division, Chicago to Cleveland, Ohio.

[21] One car in reserve.

[22] One clerk New York and Hackettstown R. P. O.

[23] Alternates with N. Y. and Hackettstown R. P. O.

[24] 60.20 miles covered by New York, Dover and Easton R. P. O.

[25] Trains 9 and 8 run daily, except Sunday, between New York and Hornellsville (332.63 miles).

[26] Eight helpers; 1 chief clerk of the line; 3 clerks detailed to superintendent's office; 1 clerk assistant to chief examiner; 1 clerk transfer duty, Dunkirk, N. Y.; 1 clerk transfer duty, Elmira, N. Y.; 1 clerk transfer duty, Binghamton, N. Y.; 1 clerk transfer duty, Hornellsville, N. Y.; 1 clerk transfer duty, Jersey City, N. J.; 3 clerks Port Jervis and New York R. P. O., short run.

[27] Four crews between New York and Hornellsville, and 2 crews between Hornellsville and Dunkirk.

[28] In reserve.

[29] 87.79 miles covered by New York and Dunkirk R. P. O.

[30] Double service daily, except Sunday.

[31] Clerk alternates with Middletown and New York R. P. O.

[32] Clerks shown on route 6001.

[33] 17.54 miles covered by New York and Dunkirk R. P. O.

[34] One helper and 1 transfer clerk at Easton, Pa.

[35] Cars and clerks shown on route 6001.

[36] 26.20 miles covered by New York and Washington R. P. O.

[37] 17.54 miles covered by New York and Dunkirk R. P. O., and 105 miles covered by New York and Elmira R. P. O.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
New York, N. Y., and Pittsburgh, Pa.	2	443.20	New York, N.Y., Philadelphia, Pa. (Penna.)	7004	[1]
			Philadelphia, Pittsburgh, Pa. (Penn.)...	8001	352.90
		91.82	New York, N.Y., Philadelphia, Pa. (Penna.)	7001	[2]
		106.55	Philadelphia, Harrisburg, Pa (Penn.)....	8001 (part)	[12]
New York, N. Y., and Point Pleasant, N. J.	2	60.64	New York, N. Y., Elizabethport, N. J. (C. R. R. of N. J.).	7001 (part)	[15]
			Elizabethport, Bayhead Junction (n. o.), N. J. (C. R. R. of N. J.).	7003 (part)	[19]49.19
New York and St. George, N. Y.	2	5.90	New York, St. George, N. Y. (S. I. R. T. Co.).	6062	[20]5.90
New York, N. Y., Somerville, N. J., and Easton, Pa.	2	75.09	New York, N. Y., Easton, Pa. (C. R. R. of New Jersey.).	7001	73.94
New York, N. Y., and Washington, D. C.	2	227.85	New York, N.Y., Philadelphia, Pa. (Penna.)	7004	90.89
			Philadelphia, Pa., Bay View, Md. (P., W. and B.).	10001	91.80
			Bay View, Md., Washington, D. C. (B. and P.).	10013	45.40

[1] 90.60 miles covered by New York and Washington R. P. O.

[2] 8 helpers between Jersey City and Harrisburg; 2 helpers on trains 3 and 6; 6 clerks on the Philadelphia and Harrisburg R. P. O.; 3 clerks on the New York and Philadelphia R. P. O.; 1 clerk General Superintendent's office; 2 clerks in superintendent's office; 1 chief clerk of the line; 2 assistants in chief clerk's office; 1 assistant chief clerk at Philadelphia; 1 clerk, dormitory janitor at Philadelphia; 1 clerk, dormitory janitor at Harrisburg; 6 clerks, transfer duty at Philadelphia; 5 clerks, transfer duty at Harrisburg; 4 clerks, transfer duty at Pittsburgh; 1 clerk, transfer duty at Lancaster. Crews run as follows: On train 13, six crews of 8 each through to Pittsburgh, returning next day to Harrisburg on train 8 (5 clerks), and train 20 (3 clerks); lie over till next day, then to New York on train 6 (5 clerks) and train 4 (3 clerks). On train 7, six crews of 5 each through to Pittsburgh, returning next day to Harrisburg on train 10; lie over till next day, and proceed to New York on train 10. Also, on train 7, six crews of 8 each through to Pittsburgh, returning next day to Harrisburg on train 6 (5 clerks) and train 4 (3 clerks); lie over till next day, and proceed to New York on train 20 (4 clerks) and train 8 (4 clerks).

[3] On Sundays, leaves New York on train 9, runs west of Philadelphia on train 7.

[4] Cars and clerks shown on route 7004.

[5] Performs service from Harrisburg to Pitts. only.

[6] Clerks run east to Harrisburg on train 20.

[7] In reserve. The total equipment of this line from New York to St. Louis is as follows (except that three of the cars were destroyed in wreck of June 19, 1880): Penna. R. R., 20 cars, 60 by 8½ feet; Penna. R. R., 3 cars, 40 by 8½ feet; Pittsburgh, Cin. and St. Louis, 5 cars, 60 by 8½ feet; Cin., St. Louis and Pitts

in the *United States on June* 30, 1869—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).				Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'ge speed (miles).	Train No. inward.	Av'ge speed (miles).					Length.		Width.				
Lbs.										*Ft.*	*In.*	*Ft.*	*In.*			
201, 812	July 1, 1869	13	36. 30	.....	.....	3½	323, 536	145. 96	2	60	0	8	7	6	8	[9]174
				8	38. 07	3½	.....	.....	2	60	0	8	7			
				20	38. 89	3½	161, 768	.....	1	60	0	8	7			
		[27]	32. 03	.....	.....	3½	323, 536	.....	4	60	0	8	7	6	5	
									1	40	0	8	7	6	3	
				10	36 30	3½	.....	.....	1	60	0	8	7			
				4	38. 89	3½	161, 768	.....	1	60	0	8	7			
				6	37. 55	3½	161, 768	.....	1	60	0	8	7			
128, 217	July 1, 1869	13	26. 22	.....	.....	3½	.....	.....	(5)	.....		.....		(5)		
				8	31. 60	3½	.....	.....	(5)	.....		.....		(5)		
				20	34. 25	3½	.....	.....	(5)	.....		.....		(5)		
		7	35. 40	.....	.....	3½	.....	.....	(5)	.....		.....		(5)		
				10	29. 09	3½	.....	.....	(5)	.....		.....		(5)		
				4	29. 09	3½	.....	.....	(5)	.....		.....		(5)		
				6	34. 35	3½	.....	.....	(5)	.....		.....		(5)		
		[8]2	25. 98	(6)	(6)	3	77, 688	.....	1	20	0	9	0	2	2	
									[7]1	20	0	9	0			
									[8]11	60	0	8	7			
									1	40	0	8	7			
									[7]14	60	0	8	7			
									[7]3	40	0	8	7			
201, 813	July 1, 1869	[10]15	34. 86	74	39. 34	6	[11]57, 296	122. 42	1	15	0	8	7	3	1	
		99	31. 84	34	36. 72	6	57, 296	.....	2	15	0	8	7			
									[12]1	15	0	8	7			
91, 679	July 1, 1869	77	35. 52	14	31. 18	6	[11]66, 487	106. 55	1	15	0	9	0	2	2	
		71	32. 20	70	31. 96	6	66, 487	.....	1	15	0	9	0	2	1	
									[14]1	15	0	9	0			
4, 041	July 1, 1869	302	17. 81	315	19	6	87, 839	121. 28	1	40	8	8	10	1	1	[24]4
		306	19	319	20. 35	6	[13]37, 839	.....	1	16	0	7	0	1	1	
		318	19. 65	305	19. 65	6	87, 839	.....	1	20	0	8	10	1	1	
5, 845	July 1, 1869	302	24. 45	315	25. 51	6	.....	.....	(15)	.....		.....		(15)		
		306	25. 66	319	25. 07	6	.....	.....	(15)	.....		.....		(15)		
		318	27. 58	305	27. 16	6	.....	.....	(15)	.....		.....		(15)		
									[14]1	20	0	8	10			
1, 676	July 1, 1869	107	14. 16	114	14. 16	6	3, 682	47. 20	(21)	6	0	7	0	1	1	1
		121	14. 16	128	14. 16	6	3, 682	.....	(21)	6	0	7	0			
		135	14. 16	138	14. 16	6	3, 682	.....	(21)	6	0	7	0			
		141	14. 16	148	14. 16	6	3, 682	.....	(21)	6	0	7	0			
4, 041	July 1, 1869	2	23. 40	5	28. 76	6	[11]46, 856	100. 12	1	21	7	8	5	2	1	3
		36	30. 12	15	25. 18	6	46, 856	.....	1	15	0	7	0	1	1	
									[14]1	15	0	7	0			
201, 812	July 1, 1869	[22]13	36. 30	[23]14	34	6½	154, 254	113. 92	2	0	0	8	7	4	4	[24]63
		15	32. 41	40	29. 59	6½	[25]154, 254	.....	2	60	0	8	7	4	[26]3	
		23	30. 42	58	27. 20	7	166, 320	.....	2	60	0	8	7	4	[26]5	
96, 351	July 1, 1869	[22]27	39. 64	14	38. 32	6½	.....	.....	(27)	.....		.....		(27)		
		15	34. 42	40	39. 91	6½	.....	.....	(27)	.....		.....		(27)		
		23	33. 61	58	26. 73	7	.....	.....	(27)	.....		.....		(27)		
97, 374	July 1, 1869	[22]27	42. 60	[23]14	42. 60	6½	.....	.....	(27)	.....		.....		(27)		
		[26]15	39. 32	40	41. 22	6½	.....	.....	(27)	.....		.....		(27)		
		23	31. 95	58	30. 06	7	.....	.....	(27)	.....		.....		(27)		
									[14]1	60	0	8	7			

R. R., 7 cars, 60 by 8 1/4 feet; Cin., St. Louis and Pitts. R. R., 1 car, 40 by 8 1/2 feet; Little Miami, 2 cars, 60 by 8 1/2 feet; Vandalia Line, 5 cars, 60 by 8 1/2 feet; Vandalia Line, 2 cars, 40 by 8 1/2 feet.

[9] In use west of Pittsburgh.

[10] 90.60 miles covered by New York and Washington R. P. O.

[11] Runs in New York and Washington car.

[12] Double service daily, except Sunday.

[13] One car in reserve.

[14] 120.05 miles covered by New York and Pittsburgh R. P. O.

[15] In reserve.

[16] 10.60 miles covered by New York, Somerville and Easton R. P. O.

[17] One helper.

[18] Triple service daily, except Sunday.

[19] Cars and clerks shown on route 7001.

[20] *One mile covered by closed-pouch service. (See Table C[c].)*

[22] 3.88 miles covered by closed-pouch service. (See Table C[c].)

[23] This service is by steam-boat fitted up with mail apartments, and four trips are made daily.

[24] Train 13 becomes 27 at Philadelphia.

[25] Trains 14 and 15 do not run on Sunday.

[26] Eleven helpers; one chief clerk of the line; one chief examiner; four clerks detailed to General Superintendent's office; eight clerks detailed to superintendent's office; one clerk assistant to chief clerk; one clerk janitor of dormitory, New York; seven clerks transfer duty at Jersey City; one transfer clerk at New York post-office.

[27] Triple daily service, except Sunday; on Sundays, double daily service.

[28] One clerk from each crew detailed to run north in train 78 in baggage car; works New York city mail only, except Saturday, when he comes in R. P. O. car.

[29] Cars and clerks shown on route 7004.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Nineveh, N. Y., and Carbondale, Pa.	2	57.56	Nineveh, N. Y., Jefferson Junction, Pa. (D. and H. C. Co.).	6031	21.79
			Jefferson Junction, Carbondale, Pa. (N. Y., L. E. and W.).	8064 (part)	[1]35.71
Nordmont and Hartley Hall, Pa.	2	27.19	Nordmont, Hartley Hall, Pa. (W. and N. B.).	8110	27.16
Norfolk and Belfield, Va.	3	77.95	Norfolk, Belfield, Va. (A. and D.)	11042	77.95
Norfolk and Columbus, Nebr.	6	50.64	Norfolk, Columbus, Nebr. (Om., Niobr. and Blk. Hills).	34012	50.64
Norfolk, Va., and Edenton, N. C.	3	75.25	Norfolk, Va., Edenton, N. C. (Norfolk Southern).	11026	75.97
Norfolk and Lynchburgh, Va.	3	205.22	Norfolk, Petersburgh, Va. (Norfolk and Western).	11011	82.18
			Petersburgh, Lynchburgh, Va. (Norfolk and Western).	11012	123.70
Norfolk, Newport News, and Richmond, Va.	3	[2]91.32	Norfolk, Richmond, Va. (C. and O. Rwy. and O. D. S. B. Co.).	11006 (part)	77.13
Norfolk, Va., and Raleigh, N. C.	3	179.02	Portsmouth, Va., Weldon, N. C. (Seaboard and Roanoke).	11015	78.98
			Weldon, Raleigh, N. C. (Raleigh and Gaston)	13001	97.28
North Adams and Pittsfield, Mass.	1	21.43	North Adams and Pittsfield, Mass. (Bos. and Alby.).	3029	21.41
North Anson and Portland, Me.	1	104.17	North Anson, Oakland, Me. (Som.)	[3]18 (part)	25.77
			Oakland, Portland, Me. (Me. Cen.)	[3]5 (part)	([4])
North Conway, N. H., and Boston, Mass.	1	139.37	North Conway, N. H., Conway Junction (n. o.) (Bos. and Me.).	1014	71.81
			Conway Junction (n. o.), Boston, Mass. (Bos. and Me.).	[5]2001 (part)	([10])
North Creek and Saratoga, N. Y.	2	58.25	North Creek, Saratoga, N. Y. (Adirondack).	6095	58.72
North Fair Haven, N. Y., and Sayre, Pa.	2	118.11	North Fair Haven, N. Y., Sayre, Pa. (So. Central).	6084	118.11
Northville and Fonda, N. Y.	2	26.79	Northville, Fonda, N. Y. (F., J. and G.)	6081	27.03
Norwood and Rome, N. Y.	2	146.92	Norwood, De Kalb Junction, N. Y. (R., W. and O.).	6110	25.48
			De Kalb Junction, Rome, N. Y. (R., W. and O.).	6036 (part)	[10]122.72
Nyack and New York, N. Y.	2	30.35	Nyack, New York, N. Y. (No. R. R. of N. J.).	7017	28.59
Oakes, Dak., and Hawarden, Iowa.	10	280.67	Oakes, Columbia, Dak. (Chi. and No. West).	35023	39.30
			Columbia, Huron, Dak. (Chi. and No. West.).	35010	97.26
			Huron, Iroquois, Dak. (Chi. and No. West.).	26031 (part)	([12])
			Iroquois, Dak., Hawarden, Iowa (Chi. and No. West.).	[2]27070 (part)	126.37
Ocala and Homossasa, Fla	4	48.98	Ocala, Homossasa, Fla. (S. S., O. and G. R. R.).	16033	48.98
Oconto and Clintonville, Wis.	10	56.75	Oconto, Clintonville, Wis. (Mil., L. S. and West.).	25058	56.75
Oelwein and Des Moines, Iowa.	6	132.28	Oelwein, Hudson, Iowa (Chi., St. P. and K. City).	27069	35.92
			Hudson, Des Moines, Iowa (Chi., St. P. and K. City).	[11]27056 (part)	96.72

[1] 3.80 miles covered by closed-pouch service. (See Table C[a].).
[2] Cars and clerk shown on route 6031.
[3] In reserve.
[4] One in reserve.
[5] 12 miles of this service, Norfolk to Newport News, performed by steam-boat, and not included in miles of route.
[6] Balance of route covered by closed-pouch service between No. Anson and Embden (5.93 miles). (See Table C[a].)
[7] Covered by Skowhegan and Portland R. P. O. (77.80 miles).
[8] Shown in column 9, Skowhegan and Portland R. P. O. These clerks run between Oakland and Portland, with Skowhegan and Portland clerks as assistants.
[9] Balance of route covered by Skowhegan and Portland R. P. O. (25.13 miles).
[10] Covered by Bangor and Boston R. P. O. (67.40 miles).
[11] Reserve car.

d States on June 30, 1889—Continued.

s of last adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	Train No. outward.	Av'geSpeed (miles).	Train No. inward.	Av'geSpeed (miles).					Length.	Width.			
									Ft. In.	*Ft. In.*			
y 1, 1889	2	27.70	1	33	6	85,917	115.12	1	10 4	6 9	1	1	1
y 1, 1885	2	25.50	1	28	6	.....	.....	(3)	.....	.....	(3)		
y 1, 1889	1	20.89	4	18.69	6	16,948	54.32	1	10 0	8 0	1	1	1
								5 1	8 0	6 0			
y 1, 1889	1	17.64	2	17.64	6	48,641	77.95	1	8 8	9 0	2	1	2
y 1, 1886	66	27.60	65	25.30	6	31,599	101.28	1	15 2	7 5	1	1	1
y 1, 1889	2	22.76	1	20.90	6	46,956	75.25	4 2	12 0	6 9	2	1	2
y 1, 1889	3	34.97	2	33.76	7	149,811	102.61	1	19 8	9 5	4	1	4
								1	15 6	8 2			
y 1, 1889	3	30.60	2	29.97									
y 1, 1889	1	28.30	4	29.63	7	66,664	91.32	1	21 8	8 9	2	1	2
y 1, 1889	41	26.20	38	26.20	6	111,708	119.34	2	12 2	8 6	3	1	3
								1	12 2	8 9			
y 1, 1888	41	26.45	38	27.71									
y 1, 1889	481	25.12	486	25.12	6	13,372	85.72	1	9 6	6 0	1	1	1
	489	25.12	492	25.12	6	13,372							
y 1, 1889	2	23.07	1	22.72	6	65,002	104.17	1	14 0	6 10	2	1	2
y 1, 1889	2	(4)	1	(4)									
y 1, 1889	44	20.88	9	21.33	6	86,966	120.38	1	19 6	8 6	5	2	6
	48	22.72	57	22.72	6	25,696	.....	1	19 6	8 6			
y 1, 1888	44	24.36	9	15.75	....	.....	.....	11 1	24 6	8 11			
	48	31.50	57	26.08									
y 1, 1889	6	22.45	1	23.20	6	36,348	116.50	1	20 0	9 0	1	1	1
y 1, 1889	15	23.62	8	22.40	6	73,701	136.56	1	13 8	6 7	3	1	3
	7	14.25	2	25.38	6	12 53,664	.....	1	12 1	6 9			
								5 1	11 3	6 3			
y 1, 1889	1	24.15	2	19.36	6	14 16,717	107.16	1	8 0	6 0	1	1	1
	5	20.60	6	20.87	6	14 16,717	.....	1	11 7	7 0			
y 1, 1889	6	27.79	1	25.48	6	91,678	146.44	1	24 6	7 2	2	2	15
								5 1	20 6	6 2			
y 1, 1889	6	26.77	1	24.54	6	.....	.....	(17)	.....	.....	(17)		
y 1, 1889	202	20.12	211	17.63	6	14 18,938	121.40	1	6 9	7 0	1	1	1
	228	19.66	231	20	6	14 18,938	.....	1	9 0	7 0			
.10, 1887	6	31.44	5	29.47	6	175,138	140.33	1	35 5	8 7	4	1	15
y 1, 1886	6	28.32	5	27.01	....	.....	.....	1	24 0	9 2½			
y 1, 1887	6	31.02	5	31.02									
y 1, 1887	6	28.04	5	26.56									
y 1, 1889	4	21.8	1	21.8	6	30,563	97.96	1	7 3	6 0	1	1	1
y 1, 1887	24	22.16	23	22.16	6	35,412	113.50	1	15 3	9 3½	1	1	1
y 20, 1888	4	30.77	3	25.34	6	82,543	132.28	1	15 7	7 1	2	1	2
y 1, 1887	4	25.23	3	25.23	....	.....	.....	22 1	19 9	7 5			

' route covered by Bangor and Boston (41.95 miles).
7 and 2 service performed only be- nburn, N. Y., and Sayre, Pa. (86 miles).
rvice daily, except Sunday.
fer clerk, Rome, N. Y.
s covered by closed-pouch service. (See .)
clerks shown on route 6110.
r between Hawarden, Iowa, and Par t.

19 Distance (18.10 miles) covered by Tracy, Minn. and Pierre, Dak., R. P. O.
20 Balance of route (145.30 miles) covered by Tama and Hawarden, Iowa, R. P. O.
21 Balance of route, Cedar Falls to Hudson, Iowa (10.59 miles), covered by closed pouches. (See Table C°.)
22 Reserve.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company.)	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Ogden and Salt Lake, Utah	8	38.73	Ogden, Salt Lake, Utah (Utah Central R. R.).	[1]41001 (part)	37.50
Ogden, Utah, and San Francisco, Cal	8	834.65	Ogden, Utah, San Francisco, Cal. (Central Pacific R. R.).	41001	834.17
Ogdensburgh and Utica, N. Y..	2	134.78	Ogdensburgh, Carthage, N. Y. (U. and B. R.)	6088	60.77
			Carthage, Utica, N. Y. (U. and B. R.)	6087 (part)	([6])
		93.93	Watertown, Utica, N. Y. (U. and B. R.)....	6087	([7])
Oil City, Pa., and Ashtabula, Ohio.[9]	9	88.10	Oil City, Pa., Ashtabula, Ohio (L. S. and M. S.).	9045	88.46
Olathe, Kans., and Ash Grove, Mo.	7	155.89	Olathe, Kans., Raymore Junction (n. o.), Mo. (K. C., C. and S.).	28016	28.50
			Raymore Junction (n. o.), Ash Grove, Mo. (K. C. C. and S.).	28056	129.39
Omaha and Beatrice, Nebr.....	6	132.94	Omaha Valley, Nebr. (Union Pac.)	34001 (part)	([10])
			Valley, Valparaiso, Nebr. (Union Pac.)....	[11]34006 (part)	37.62
			Valparaiso, Lincoln, Nebr. (Om. and Rep. Vall.).	34014	([12])
			Lincoln, Beatrice, Nebr. (Om. and Rep. Vall.).	34013 (part)	([13])
Omaha and Hastings, Nebr	6	163.96	Omaha, Arlington, Nebr. (Fre., Elk. and Mo. Vall.).	34051	28.69
			Arlington, Fremont, Nebr. (Fre., Elk. and Mo. Vall.).	34010 (part)	([14])
			Fremont, Platte River Junction, Nebr. (Fre., Elk. and Mo. Vall.).	34037 (part)	([14])
			Platte River Junction, Hastings, Nebr. (Fre., Elk. and Mo. Vall.).	34052	119.86
Omaha, Nebr., and Kansas City, Mo.	7	216.65	Omaha, Weeping Water, Nebr. (Mo. Pac.).	[17]33040 (part)	39.74
			Weeping Water, Nebraska City, Nebr. (Mo. Pac.).	34047	24.87
			Nebraska City, Auburn, Nebr. (Mo. Pac.).	34048	22.89
			Auburn, Nebr., Atchison, Kans. (Mo. Pac.)	[17]33040 (part)	83.67
			Atchison, Kans., Kansas City, Mo. (Mo. Pac.).	[18]28001 (part)	47.17
Omaha and McCook, Nebr	6	284.29	Omaha, Ashland, Nebr. (B. and M. in Nebr.).	34038	31.20
			Ashland, Hastings, Nebr. (B. and M. in Nebr.).	34002	121.98
			Hastings, McCook, Nebr. (B. and M. in Nebr.).	[21]34009 (part)	132.07
Omaha, Nebr., and Ogden, Utah	6	1,035.30	Union Pacific Transfer, Iowa, Ogden, Utah (Union Pac.).	34001	1,034.24
Ord and Grand Island, Nebr...	6	62.40	Ord, Grand Island, Nebr. (Union Pac.) ...	34015	62.44
Orleans, Nebr., and St. Francis, Kans.	6	134.41	Orleans, Nebr., St. Francis, Kans. (B. and M. in Nebr.).	34046	134.46
Oshkosh and Milwaukee, Wis..	10	104.90	Oshkosh, Ripon, Wis. (Chi., Mil. and St. P.)	25008	20.40
			Ripon, Milwaukee, Wis. (Chi., Mil. and St. P.).	[22]25003 (part)	84.50

[1] 139.15 miles, route 41001, Juab to Frisco, closed-pouch service. (See Table C[a].) Balance of route (105 miles) covered by Salt Lake and Juab R. P. O.

[2] 20 clerks, through run (10) crews; 5 helpers, Ogden, Utah, to Elko, Nev.; 2 helpers, San Francisco to Roseville; 1 city distributor for Sacramento, Cal.; 1 chief clerk, Ogden, Utah; 1 chief clerk, Los Angeles, Cal.; 1 transfer clerk, Oakland Pier; 2 clerks, short run, San Francisco to Sacramento; 5 clerks detailed to office of superintendent.

[3] One helper.

[4] In reserve.

[5] 74.34 miles covered by Watertown and Utica R. P. O.

[6] Cars and clerks shown on route 6088.

[7] 91.77 miles covered by Ogdensburgh and Utica R. P. O.

[8] Clerk accounted for on route 6088.

[9] In connection with the Ashtabula and Youngstown R. P. O., gives double service between Andover and Ashtabula, Ohio (24.50 miles) daily, except Sunday.

[10] Distance (34.80 miles) covered by Omaha, Nebr., and Ogden, Utah, R. P. O.

[11] Balance of route (52.80 miles) covered by Lincoln and Alma, Nebr., R. P. O.

ed States on June 30, 1889—Continued.

te of last adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	Train No. outward.	Av'ge speed (miles).	Train No. inward.	Av'ge speed (miles).					Length.	Width.			
									Ft. In.	*Ft. In.*			
ly 1, 1886	1	31. 25	4	31. 25	14	56, 546	154. 92	1	14 2	8 8	1	1	1
	3	31. 25	2	31. 25									
ig. 15, 1888	3	23. 16	4	24. 31	7	609, 295	166. 93	7	55 1½	9 5½	10	2	[23]38
	11	21. 96	12	21. 43	7	66, 204	90. 69	1	21 4	8 10	2	1	
ly 1, 1889	206	23. 52	201	24. 30	6	84, 163	151. 41	1	20 0	7 2	2	1	[24]4
								[41]	20 0	6 6			
ly 1, 1889	206	24. 78	201	26. 23	6	.....	.....	(c)	.....	.....	(c)		
ly 1, 1889	202	26. 51	205	24. 51	6	57, 364	122. 57	1	20 0	7 0	1	1	(c)
ly 1, 1889	1	25. 34	2	24. 28	6	54, 974	88. 10	2	17 6	8 6	2	1	2
ly 1, 1887	19	24. 46	20	24. 40	7	113, 800	103. 93	2	25 1½	8 11¼	3	1	3
ly 1, 1887	19	22. 83	20	22. 83	7								
ɔr. 1, 1884	41	27. 85	44	26. 10	7	97, 046	[51]32. 94	1	15 2	7 5	2	1	2
ly 1, 1886	41	30. 06	44	28. 92									
ly 1, 1886	41	30. 60	44	32. 52									
ly 1, 1886	41	30	44	32									
ly 1, 1888	31	24. 51	32	26. 40	[46]	106, 189	109. 31	2	20 0	9 3	3	1	3
ar. 30, 1887	31	30. 60	32	23. 70									
n. 17, 1887	31	28	33	28									
ly 1, 1888	51	26. 14	52	26. 14									
ly 1, 1886	4	22. 08	3	26. 49	7	158, 155	144. 43	2	20 6	9 3	3	1	[24]4
								[41]	16 4	6 10			
ly 1, 1888	4	28. 69	3	24. 87	7								
ly 1, 1888	4	24. 98	3	28. 60	7								
ly 1, 1886	4	28. 35	3	20. 94	7								
ly 1, 1887	4	23. 58	3	23. 64	7								
n. 5, 1887	1	30. 60	6	30. 60	7	207, 532	142. 15	2	40 0	9 3	4	2	3
ly 1, 1886	1	23. 44	6	16. 33		.....	.....	[31]	40 0	9 1			
ly 1, 1886	1	22	2	30. 46									
ɔr. 1, 1884	1	27. 33	4	27. 98	7	755, 769	172. 48	7	60 0	8 11	[22]6	3	[25]50
	3	27. 57	2	22. 50	7	377, 731	172. 48	3	50 8	9 3	[22]6	3	
							188. 24	.....	.....	.....	[24]11	1	
ar. 30, 1887	86	12. 49	85	11. 45	6	38, 937	124. 80	1	13 1	6 8	1	1	1
ly 1, 1889	141	26. 80	142	25. 52	6	83, 873	134. 41	1	14 0	7 2	2	1	2
ly 1, 1887	2	25. 90	3	23. 26	6	65, 457	104. 90	1	20 11½	9 3½	2	1	2
ly 1, 1887	2	27. 90	3	25. 75									

(20.50 miles) covered by Lincoln and Nebr., R. P. O.
(40.22 miles) covered by Lincoln, Nebr., nhattan, Kans., R. P. O.
un on Sundays between Omaha and it only (36.50 miles) in addition to the nd trips per week over whole line.
(7.90 miles) covered by Missouri Val- a, and Whitewood, Dak., R. P. O.
(7 miles) covered by Fremont and Lin- sbr., R. P. O.
of route 32040, between Weeping Water burn, Nebr., covered by Auburn and , Nebr., R. P. O.
r between *Kansas City, Mo., and Hia-*watha, Kans. (86.60 miles), daily, except Sunday.

[23] Balance of route 28001 (283 miles) covered by St. Louis and Kansas City, Mo., R. P. O.
[24] Reserve.
[25] Balance of route (255.30 miles) covered by McCook, Nebr., and Denver, Colo., R. P. O.
[22] Short runs, Omaha, Nebr., to Cheyenne, Wyo.
[24] One clerk detailed to transfer duty, one as chief clerk, and one as assistant to chief clerk at Omaha, Nebr.
[24] Through run.
[25] Balance of route (12.72 miles) covered by Ripon and Berlin, Wis., closed-pouch service. (See Table C[c].)

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Oswego and Binghamton, N. Y.	2	115.80	Oswego, Syracuse, N. Y. (D., L. and W.) ..	6064	35.62
			Syracuse, Binghamton, N. Y. (S., B. and N. Y.).	6065	80.30
Oneida and New York, N. Y ...	2	270.33	Oneida, Cornwall Station, N. Y. (N. Y., O. and W.).	6048 (part)	[9]216.30
			Cornwall Junction (n. o.) to New York, foot Jay st., (N. Y., O. and W.).	6137	52.70
Oswego and Oneida, N. Y	2	58.33	Oswego, Oneida, N. Y. (N. Y., O. and W.)..	6048 (part)	[8]57.90
Ottawa and Emporia, Kans	7	56.85	Ottawa, Emporia, Kans. (So. Kans.)	33041	56.85
Owensborough and Russellville, Ky.	5	72.70	Owensborough, Russellville, Ky. (Owens. and Nash.).	[9]20014 (part)	72.26
Pacific Junction, Iowa, and McCook, Nebr.	6	309.42	Pacific Junction, Iowa, Plattsmouth, Nebr. (B. and M. R. in Nebr.).	27073	5.64
			Plattsmouth, Oreopolis Junction, Nebr. (B. and M. R. in Nebr.).	34039 (part)	[10]
			Oreopolis Junction, Omaha, Nebr. (B. and M. R. in Nebr.).	34004	16.60
			Omaha, Ashland, Nebr. (B. and M. R. in Nebr.).	34038	[12]
			Ashland, Hastings, Nebr. (B. and M. R. in Nebr.).	34002	[13]
			Hastings, McCook, Nebr. (B. and M. R. in Nebr.).	34009 (part)	[14]
Paducah, Ky., Memphis, Tenn.	5	168.18	Paducah, Ky., Memphis, Tenn. (Ches., Ohio and So. West.).	[15]20009 (part)	165.10
Painesville and Youngstown, Ohio.	5	60.68	Painesville, Youngstown, Ohio (Paines. and Youngs.).	21046	61.70
Palatka and Punta Gorda, Fla.	4	.....	Palatka, Rochelle, Fla. (Fla. South Ry.)...	16012 (part)	[17]39.62
North Division	...	192.25	Rochelle, Leesburg, Fla. (Fla. South. Ry.).	16014 (part)	[18]66.96
			Leesburg, Pemberton, Fla. (Fla. South. Ry.)	16023 (part)	[19]29.96
			Pemberton, Barton, Fla. (South Fla. R. R.).	16024	57.39
South Division	...	75.40	Barton, Punta Gorda, Fla. (Fla. South. Ry.).	16026	75.40
Palestine and Laredo, Tex.[21] ...	11	418.25	Palestine, Laredo, Tex. (I. and G. N.).....	[20]31007	415.80
Palmer and Burwell, Nebr.....	6	69.38	Palmer and Burwell, Nebr. (B. and M. R. in Nebr.).	34055	69.38
Palmer, Mass., and New London, Conn.	1	65.30	Palmer, Mass., New London, Conn. (Cen. Vt., N. L. N. Div.).	[21]3062 (part)	65.11
Paola and Coffeyville, Kans.[26]..	7	125.74	Paola, Coffeyville, Kans. (K. C. and Pac.)..	33083	125.74
Paris and Weatherford, Tex...	11	192.35	Paris, Ladonia, Tex. (G., C, and S. F.).....	31059	30.16
			Ladonia, Dallas, Tex. (G., C. and S. F.)....	[22]31053 (part)	68.41
			Dallas, Weatherford, Tex. (G., C. and S. F.)	31035	93.78

[1] Double service daily, except Sunday.
[2] One round trip on Sunday by trains 9 and 10.
[3] Cars and clerks shown on route 6064.
[4] In reserve.
[5] 57.90 miles covered by Oswego and Oneida R. P. O.
[6] One car in reserve.
[7] Cars and clerks shown on route 6048.
[8] 216.30 miles covered by Oneida and New York R. P. O.
[9] Balance of route, Russellville to Adairville, Ky., covered by closed pouches (13.39 miles). (See Table C[c].).
[10] Distance (4.30 miles) covered by Plattsmouth and Schuyler, Nebr., R. P. O.
[11] Reserve.
[12] Distance (37.20 miles) covered by Omaha and McCook, Nebr., R. P. O.
[13] Distance (121.98 miles) covered by Omaha and McCook, Nebr., R. P. O.
[14] Distance (132.07 miles) covered by Omaha and McCook, Nebr., R. P. O.
[15] Balance of route covered by Louisville and Paducah R. P. O. (226.90 miles).
[16] For full equipment of line see Louisville and Paducah R. P. O.; all cars running through between Louisville, Ky., and Memphis, Tenn.
[17] 10.5 miles, Gainesville to Rochelle, closed-pouch service. (See Table C[c].)
[18] 13.8 miles reported in Astor and Leesburg R. P. O.

ed States on June 30, 1889—Continued.

e of last adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crew.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	Train No. outward.	Av'ge speed (miles).	Train No. inward.	Av'ge speed (miles).					Length.	Width.			
									Ft. In.	*Ft. In.*			
r 1, 1889	4	30.52	3	30.52	6	[17]1,947	115.80	1	20 10	9 5	4	1	4
	2	30.52	[29]	30.52	6½	[28]78,058	.....	1	20 10	9 5			
r 1, 1889	4	34.41	3	33.22	6	.....	.....	(3)	.....	.....	(3)		
	2	28.35	[29]	31.08	6½	6,111	.....	(3)	.....	.....	(3)		
	[29]10	.....	(3)	.....	2½	.....	.....	(3)	[41] 20 9	8 9			
r 1, 1889	2	25.69	1	25.89	6	168,686	135.15	[43]	15 4	7 4	4	1	4
								[41]	17 0	7 0			
r 1, 1889	2	30.00	1	26.15	6	.....	.....	(7)	.....	.....	(7)		
r 1, 1889	42	26.49	41	22.96	6	36,398	116.66	1	15 0	6 11	1	1	1
r 1, 1886	11	27.29	12	27.29	6	35,474	113.70	1	11 9	7 4½	1	1	1
								[41]	22 1	9 1			
r 1, 1884	1	20.40	2	21.60	6	45,365	145.40	1	10 0	9 6	1	1	1
r 1, 1887	3	20	4	20	7	225,876	154.71	2	51 3	9 0	4	3	12
. 5, 1887	3	25.80	4	25.80	.....	.....	.....	[11]1	40 0	9 1			
.....	3	28.45	4	33.20									
. 5, 1887	3	28.69	4	31.65									
r 1, 1886	3	26.89	4	22.69									
r 1, 1886	3	18.63	4	16.50									
r 1, 1888	7	30.60	2	27	7	122,771	112.12	([16])	.....	.....	3	1	3
r 1, 1888	21	21.54	16	19.20	6	37,864	121.36	1	11 6	6 10	1	1	1
r 1, 1884	19	19	20	20.9				2	16 9	7 7			
r 1, 1888	19	18.8	20	18.8	6	119,964	128.18	1	11 1	6 3	3	1	4
.21, 1885	19	22.2	20	22.2	6			[25]1	24 0	8 1			
.23, 1887	19	17	20	14.7	6								
r. 22, 1886	19	14.8	20	14.8	6	47,049	150.8	1	10 6	7 6	1	1	
r 1, 1886	1	18.86	2	18.86	7	305,323	119.50	2	22 2	9 2	7	[26]1	10
								1	21 1	9 4			
r 1, 1888	53	22.93	54	26.46	6	43,293	138.76	1	9 7	6 7	1	1	1
r 1, 1889	14	20.46	9	25.06	6	40,747	130.60	1	10 8	6 5	1	1	1
								[25]1	11 4	6 7			
r 1, 1889	1	17.96	2	17.34	7	76,891	125.74	1	12 0	8 2	2	1	2
								1	11 10	6 11			
								[41]	11 6	7 3			
r 1, 1888	76	18.92	75	20.15	7	140,415	128.23	2	13 6	9 0	3	1	3
								1	13 0	9 0			
.16, 1887	76	16.77	75	14.48									
r 1, 1889	[25]61	15.55	[25]62	15.55									

, Pemberton to Brooksville, closed-rvice. (See Table C[a].)
ve cars.
se at San Antonio, Tex.; Palestine and onio, Tex., R. P. O. (262.72 miles) and onio and Laredo, Tex., R. P. O. (155.53

San Antonio, Tex., R. P. O. runs over les of route 31007 between Taylor and onio, Tex.
pers from Palestine to Austin, Tex. iles).
f route covered by Brattleborough ner R. P. O. (56.28 miles).

[25] Reserve car.
[26] Reported last year as Kincaid and Coffeyville, Kans. R. P. O.; increased distance, 40.15 miles; extended January 4, 1889.
[27] 12.80 miles of route 31053, between Ladonia and Honey Grove, Tex., covered by closed-pouch service. (See Table C[a].)
[28] Trains 75 and 76 run from Dallas to Cleburne, Tex., and Cleburne to Weatherford on 61 and 62; R. P. O. clerks extend run to end at Weatherford, Tex.; this extension takes up and discontinues the Dallas and Weatherford, Tex., R. P. O.; extended December 15, 1888.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Parkersburgh, W. Va., and Cincinnati, Ohio.	5	196.49	Parkersburgh, W. Va., Cincinnati, Ohio (Cin., Wash. and Balto.).	21028	[1]
Pembina, Dak., and Winnipeg Junction, Minn.	10	199.61	Pembina, Dak., Winnipeg Junc., Minn. (Nor. Pac.).	28061	200.15
Peninsular Junction, Md., and Cape Charles, Va.	2	73.51	Peninsular Junction, Md., Cape Charles, Va. (N. Y., P. and N.).	10015	73.32
Penn Haven and Mount Carmel, Pa.	2	45.78	Penn Haven, Mount Carmel, Pa. (L. V.).	8011	45.79
		[2]3	Park Place, Mahanoy City, Pa. (L. V.).	8158	3.27
Pentwater and Muskegon, Mich.	9	45.13	Pentwater, Muskegon, Mich. (C. and W. M.).	24062	45.96
Peoria, Ill., and Evansville, Ind.	6	250.10	Peoria, Ill., Evansville, Ind. (Peo., Dec. and Evans.).	23024	250.56
Peoria and Galesburgh, Ill.....	6	52.80	Peoria, Galesburg, Ill. (Chi. Bur. and Qcy.).	[7]23009 (part)	52.83
Peoria and Jacksonville, Ill ...	6	84.50	Peoria, Jacksonville, Ill. (Jack. and So. East.).	23038	84.26
Peoria, Ill., and Oskaloosa, Iowa.	6	190.82	Peoria, Ill., Oskaloosa, Iowa. (Central Iowa).	23068	191.30
Perryville and Memphis, Tenn.[9]	5	136.75	Perryville, Memphis, Tenn. (Tenn. Mid.)..	19027	135.49
Peterborough, N. H., and Worcester, Mass.	1	53.80	Peterborough, N. H., Winchendon, Mass. (Ches.).	3058	16.58
			Winchendon, Worcester, Mass. (Fitch., Wor. Div.).	3057	37.67
Phalanx Station and Berghols, Ohio.	5	60.98	Phalanx Station, Berghols, Ohio (Lake Erie, Alliance and South.).	21067	60.80
Philadelphia, Pa., Aiken and Baltimore, Md.	3	96	Philadelphia, Pa., Baltimore, Md. (B. and O.).	10027	96
Philadelphia, Pa., and Atlantic City, N. J.	2	60.76	Philadelphia, Pa., Atlantic City, N. J. (C. and A.).	7015	59.52
Philadelphia, Pa., and Baltimore, Md.	2	98.04	Philadelphia, Pa., Bay View, Md. (P., W. and B.).	10001	[14]
			Bay View, Baltimore, Md. (B. and P.)....	10013 (part)	[15]
Philadelphia, Pa., and Cape May, N. J.	2	83.60	Camden, Cape May, N. J. (West Jersey)..	7041	82.19
Philadelphia, Pa., and Crisfield, Md.	2	162.92	Philadelphia, Pa., Delaware Junction, Del. (P., W. and B.).	10001 (part)	[16]
			Delaware Junction, Delmar, Del. (P., W. and B.).	9501	97.12
			Delmar, Del., Crisfield, Md.....	9502	38.23
			Philadelphia, Pa., Delaware Junction, Del. (P., W. and B.).	10001 (part)	[17]
			Delaware Junction, Dover, Del. (P., W. and B.).	9501 (part)	[18]
Philadelphia, Pa., and Port Deposit, Md.	2	68.80	Philadelphia, Wawa, Pa. (P., W. and B.)...	8003 (part)	[19]
			Wawa, Pa., Port Deposit, Md. (P., W. and B.).	8008 (part)	[20]51.57

[1] Covered by Grafton and Cincinnati R. P. O. (195.30 miles).

[2] Clerks are appointed to Grafton and Cincinnati R. P. O., and are shown with that line; run in mail-apartment car between Cincinnati, Ohio, and Parkersburgh, W. Va., and Parkersburgh, W. Va., and Chillicothe, Ohio; on west trips act as helpers to Grafton and Cincinnati day line Chillicothe to Cincinnati, Ohio; second clerks of Grafton and Cincinnati day line act as helpers to Parkersburgh and Cincinnati clerks Cincinnati to Chillicothe, Ohio.

[3] In reserve.

[4] On train 3 the R. P. O. runs in and out of Mahanoy City, a distance of 3 miles.

[5] Cars and clerks shown on route 8011.

[6] One car in reserve.

[7] Balance of route, Galesburgh to Rio, Ill. (12.27 miles) covered by closed pouches. (See Table C[a].)

[8] Reserve.

[9] R. P. O. service established July 23, 1888, between Jackson and Memphis, Tenn. (86.39 miles). May 27, 1889, service extended to Perryville, Tenn., increasing distance 49.10 miles. Closed-pouch service established between Perryville and Jackson, Tenn. (See Table C[a].)

in the United States on June 30, 1889—Continued

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks at points not
		Train No. outward.	Av'gespeed (miles).	Train No. inward.	Av'gespeed (miles).					Length.	Width.			
Lbs.										*Ft. In.*	*Ft. In.*			
27,445	July 1, 1888	5	22.80	6	23.40	6	122,610	98.24	2	16 0	9 3	4	1	[3]
799	Aug. 25, 1888	54	24.39	51	23.90	7	145,715	133.07	1	22 4½	8 10	3	1	3
									1	23 8½	8 10			
1,519	July 1, 1889	1	24.50	12	26.73	6	45,870	147.02	1	20 0	8 0	1	1	1
									[5]1	8 [4]6	6 8			
345	July 1, 1889	2	21.97	3	23.89	6	28,567	97.56	1	12 10	6 3	1	1	1
									[5]1	24 6	8 2			
345	July 1, 1885	(4)	.....	[6]3	23.89	6	3,744	.....	[6]	.....	.....	[6]		
443	July 1, 1884	22	17.60	27	18.20	6	28,161	90.26	1	11 0	8 9	1	1	1
801	July 1, 1887	1	22.90	2	24.20	6	156,052	125.05	[6]3	19 0	8 6	4	1	4
1,759	July 1, 1887	6	28.80	5	31.68	6	82,947	105.60	1	19 4½	8 11½	1	1	1
.....	.....	3	22.40	2	22.91	6	52,728	84.50	1	16 0	7 3	2	1	2
									[5]1	12 0	7 0			
287	July 1, 1887	3	12.32	4	12.32	6	119,072	127.21	1	10 0	7 3	3	1	3
									1	10 0	6 4			
.....	.....	61	17.82	62	16.80	6	52,912	136.75	2	15 2	8 5	2	1	2
403	July 1, 1889	35	13.71	500	17.45		33,571	107.60	1	16 0	6 6	1	1	1
1,189	July 1, 1889	35	22.65	500	18.19	6	.....	.....	[10]1	10 5	6 10			
									[10]1	15 10	8 2			
									[11]1	10 7	7 1			
									[11]1	8 3	7 0			
									[11]1	7 11	6 11			
223	July 1, 1888	2	14.46	1	13.80	6	38,052	121.96	[12]2	5 11	7 5	1	1	1
290	July 1, 1889	129	25.64	122	22.59	6	59,904	96	2	18 0	8 6	2	1	2
1,582	July 1, 1889	265	25.45	260	22.58	6	[13]37,914	[14]21.52	1	23 4	6 8	1	1	2
		267	24.75	252	29.16	.....	[13]37,914	.....	1	15 0	8 2	1	1	
58,491	July 1, 1885	[15]27	42.01	24	27.22	6	60,177	98.04	1	20 0	8 0	2	1	2
57,708	July 1, 1885	[16]27	42.01	24	27.22	6	.....	.....	[17]	.....	.....	[17]		
2,185	July 1, 1885	3	25.73	20	36.22	6	[18]52,166	167.20	1	20 0	8 0	1	1	[19]3
		11	29.10	8	27.82	6	[18]52,166	.....	1	14 10	8 0	1	1	
58,491	July 1, 1885	1	26.80	12	28.20	6	101,662	108.62	1	25 8	8 2	4	1	5
									1	25 8	8 4			
8,254	July 1, 1889	1	27.57	12	29.10	6	.....	.....	[20]	.....	.....	[20]		
1,987	July 1, 1889	1	14.25	12	15.20	6	.....	.....	[20]	.....	.....	[20]		
									[5]1	20 0	8 0			
58,491	July 1, 1885	39	24.25	24	22.23	6	46,937	150.44	1	16 0	6 8	1	1	[21]
3,711	July 1, 1885	39	30.51	24	22.88	6	.....	.....	[20]	.....	.....	[20]		
2,528	July 1, 1889	5	21.60	46	23.46	6	[22]42,931	91.73	1	14 0	8 0	2	1	3
		33	27.19	28	26.51	6	[22]42,931	.....	1	10 0	6 0	1	1	
1,126	July 1, 1889	5	23.41	46	19.78	6	.....	.....	[20]	.....	.....	[20]		
		33	21.48	28	18.38	6								
									[5]1	8 9	6 6			

June 6, 1889, run of clerks extended to Perryville, Tenn.

[10] These cars are also used by Winchendon and Worcester R. P. O.

[11] Reserve cars.

[12] Two cars in reserve.

[13] Double service daily, except Sunday.

[14] 91.80 miles covered by New York and Washington R. P. O.

[15] In New York and Washington R. P. O.

[16] 4 miles covered by New York and Washington R. P. O.

[17] Car and clerks shown on route 10001.

[18] One transfer clerk at Camden, N. J.

[19] 25.20 miles covered by New York and Washington R. P. O.

[20] Cars and clerks shown on route 10001.

[21] Clerk accounted for in Philadelphia and Crisfield R. P. O.

[22] 45.77 miles covered by Philadelphia and Crisfield R. P. O.

[23] 18.13 miles covered by Philadelphia and West Chester R. P. O.

[4] 7.17 miles covered by closed-pouch service. (See Table C[5].)

[25] Cars and clerks shown on route 8002.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics.*)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Philadelphia, Pa., and Port Norris, N. J.	2	59.16	Camden, Glassborough, N. J. (West Jersey).	7041 (part)	[1]
			Glassborough, Bridgeton, N. J. (West Jersey).	7051	20.20
			Bridgeton, Port Norris, N. J. (C. and M. R.).	7033	21.30
Philadelphia and West Chester, Pa.	2	28.50	Philadelphia, West Chester, Pa. (P., W. and B.).	8003	27.81
Pittsburgh, Pa., and Akron, Ohio.	5	136.32	Allegheny, New Castle Junction, Pa. (Pitts. and West.).	78125 (part)	58.60
			New Castle Junction, Mahoningtown, Pa. (Pitts. and Lake Erie).	8123 (part)	[2]
			Mahoningtown, Pa., Akron, Ohio (Pitts., Cleve. and Tol.).	21076	78.27
Pittsburgh and Chanute, Kans.	7	54.89	Pittsburgh, Chanute, Kans. (So. Kans.)...	33039	54.89
Pittsburgh, Pa., and Chicago, Ill.[10]	5	468.80	Pittsburgh, Pa., Chicago, Ill. (Pitts., Ft. Way. and Chic.).	21002	468.20
Pittsburgh, Pa., and Cincinnati, Ohio.[12]	5	313.74	Pittsburgh, Pa., Columbus, Ohio (Pitts., Cin. and St. L.).	21032	[13]
			Columbus, Cincinnati, Ohio (Pitts., Cin. and St. L.).	21014	120.29
Pittsburgh, Pa., and Crestline, Ohio.	5	189.30	Pittsburgh, Pa., Crestline, Ohio (Pitts., Ft. Way. and Chic.).	21002 (part)	[15]
Pittsburgh and Fairchance, Pa.	2	75.84	South West Junction, Pittsburgh, Pa. (Penn.).	8001 (part)	[20]
			South West Junction, Fairchance, Pa. (Penn.).	8104	44.72
Pittsburgh and New Haven, Pa.	2	60.12	Pittsburgh, New Haven, Pa. (P. and L. E.).	8159	59.51
Pittsburgh, Pa., and St. Louis, Mo.	5	621.78	Pittsburgh, Pa., and Columbus, Ohio (Pitts., Cin. and St. L.).	21032	193.85
			Columbus, Ohio, and Indianapolis, Ind. (Chic., St. L. and Pitts.).	21015	189.66
			Indianapolis and Terre Haute, Ind. (Ter. Haute and Ind.).	22002	74.39
			Terre Haute, Ind., and East St. Louis, Ill. (Ter. Haute and Ind.).	22044	167.75

[1] 17.64 miles covered by Philadelphia and Cape May R. P. O.

[2] Trains 66 and 61 run between Philadelphia and Bridgeton only.

[3] Double service daily, except Sunday.

[4] Cars and clerks shown on route 7041.

[5] In reserve.

[6] Double service daily, except Sunday.

[7] Balance of route, New Castle Junction to New Castle, Pa. (3.03 miles), covered by closed pouches. (See Table C[c].)

[8] One car in reserve.

[9] Covered by Cleveland, Youngstown and Pittsburgh R. P. O. (.60 miles).

[10] Previous to June 1, 1889, this line divided at Crestline, Ohio. East Division—Pittsburgh, Pa., to Crestline, Ohio (188.70 miles). West Division—Crestline, Ohio, to Chicago, Ill., (279.50 miles). Commencing on that date clerks run through as follows: West trips—Pittsburgh, Pa., to Chicago, Ill. East trips—Chicago, Ill., to Crestline, Ohio, and Crestline, Ohio, to Pittsburgh, Pa., beginning and ending runs at Crestline, Ohio.

[11] Four helpers on through run, running over whole line, three days on and four off. Four clerks and two helpers in apartment cars between Pittsburgh, Pa., and Crestline, Ohio, helpers running between Crestline, Ohio, and Rochester, Pa. (163.30 miles). Four clerks and four helpers in apartment cars between Crestline, Ohio, and Chicago, Ill., helpers running over whole line. One clerk detailed as chief clerk at Crestline, Ohio. Two clerks detailed to transfer duty at Crestline, Ohio. One clerk detailed as transfer clerk at Fort Wayne, Ind. One clerk detailed as transfer clerk at Mansfield, Ohio.

[12] The day line of this R. P. O. runs west, and the day and night lines run east between Pittsburgh, Pa., and Columbus, Ohio, on same train, but in separate cars, as Pittsburgh and St. Louis R. P. O.

[13] Covered by the Pittsburgh and St. Louis R. P. O. (193.85 miles).

[14] Cars all run through between New York, N. Y., Cincinnati, Ohio, and St. Louis, Mo. (For full equipment of line see New York and Pittsburgh R. P. O. in Second Division report.)

[15] Day line.

[16] Two clerks in apartment cars between Columbus and Cincinnati, Ohio. Five clerks detailed to clerical duty in office superintendent Fifth Division. Two clerks detailed as printers in office superintendent Fifth Division. One clerk detailed as transfer clerk at Columbus, Ohio.

[17] Night line.

[18] Covered by Pittsburgh and Chicago R. P. O. (188.70 miles).

[19] Clerks are appointed to Pittsburgh and Chicago R. P. O., and are shown with that line. Two

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'gespeed (miles).	Train No. inward.	Av'gespeed (miles).					Length.	Width.			
Lbs.										*Ft. In.*	*Ft. In.*			
2,185	July 1, 1889	63	22.50	64	22.70	6	36,916	98.86	1	14 9	8 0	2	1	2
		[26]1	18.56	[26]6	19.20	6	[26]24,733	.....	1	18 6	8 4			
1,639	July 1, 1889	63	8.69	64	21.40	6	.....	.....	(4)	.....	.....	(4)		
		[26]1	25.24	[26]6	24.80	6								
509	July 1, 1889	63	20.32	64	24.55	6	.....	.....	(4)	.....	.....	(4)		
									[21]	7 5	6 8			
2,523	July 1, 1889	7	19.87	22	21.64	6	[27]17,784	114	1	15 0	9 0	1	1	1
		29	20.87	54	22.20	6	17,784							
1,222	July 1, 1889	4	23.22	15	21.78	6	85,064	136.32	[28]3	19 10	8 10	2	1	2
5,744	July 1, 1889	4	18	15	18	6								
380	July 1, 1888	4	26.09	15	26.09	6								
236	July 1, 1889	242	12.91	241	20.58	6	84,251	100.78	1	11 11	7 6½	1	1	1
27,731	July 1, 1888	7	34.02	4	35.16	7	242,224	133.94	[29]5	60 0	9 0	7	3	[11]44
92,178	July 1, 1889	7	34.20	6	30.24	7	229,030	156.87	(14)	.....	.....	[15]4	4	[16]42
		5	30.24	2	31.02	7	229,030	.....	.....	.....	.....	[17]4	4	
26,660	July 1, 1889	7	32.82	6	32.10	7								
		5	28.26	2	32.82	7								
27,731	July 1, 1888	3	24.48	10	24.00	6	118,123	94.65	2	20 0[c]	8 9	4	2	(19)
91,679	July 1, 1885	42	29.62	47	26.32	6	47,324	151.68	1	14 10	8 6	1	1	1
1,356	July 1, 1889	42	20.79	47	21.81	6	.....	.....	(21)	.....	.....	(21)		
425	July 1, 1889	28	20.16	31	22.54	6	37,515	120.24	1	9 6	6 4	1	1	1
92,178	July 1, 1889	7	34.20	6	30.24	7	977,026	155.44	(22)	.....	.....	[23]8	8	[24]145
		1	30.96	20	31.44	7	.....	.....	.....	.....	.....	[25]4	7	
69,420	July 1, 1889	7	37.32	6	28.44	7	.....	.....	.....	.....	.....	[26]4	6	
				8	31.61	7								
		1	31.61	20	37.93	7								
68,712	July 1, 1889	7	35.94	6	35.01	7								
		1	31.86	20	37.19	7								
63,400	July 1, 1889	7	35.94	6	27.96	7								
		1	31.92	20	37.26	7								

helpers between Crestline, Ohio, and Rochester, Pa. (163.30 miles).

[26] 31.60 miles covered by New York and Pittsburgh R. P. O.

[27] Cars and clerk shown on route 8001.

[28] Letter and paper cars are 60 feet long and storage cars 40 feet long; cars on this line all run through between New York, N. Y., Cincinnati, Ohio, and St. Louis, Mo. (For full equipment of line see New York and Pittsburgh R. P. O. in Second Division report.

[29] Clerks of this line run as follows: On trains Nos. 7 and 6 clerks run through between Pittsburgh, Pa., and St. Louis, Mo., heading from Indianapolis, Ind., and commencing runs at that place east trips. Eight crews, 8 clerks to crew.

[11] Four clerks on Indianapolis, Vandalia and St. Louis R. P. O.; 1 clerk on Indianapolis and Terre Haute R. P. O.; 2 helpers between Richmond, Ind., and St. Louis, Mo., 4 days in the week on trains Nos. 1 and 20; 1 clerk detailed as chief clerk at Indianapolis, Ind.; 2 clerks detailed as assistant chief clerks at Indianapolis, Ind.; 1 clerk detailed as chief clerk at Pittsburgh, Pa.; 2 clerks detailed to transfer duty at Columbus, Ohio; 1 clerk detailed to transfer duty at Richmond, Ind.; 6 clerks detailed to transfer duty at Indianapolis, Ind.; 2 clerks detailed to transfer duty at Terre Haute, Ind.; 2 transfer clerks on trains Nos. 20 and 7 between Pittsburgh, Pa., and Columbus, Ohio. One porter on trains Nos. 6 and 7 between Trinway, Ohio, and Pittsburgh, Pa.; 2 porters between Pittsburgh, Pa., and Columbus, Ohio, on trains Nos. 5 and 2 (Pittsburgh and Cincinnati R. P. O. night line); 2 porters on trains Nos. 6 and 20 between Richmond and Terre Haute, Ind.

[16] On trains Nos. 1 and 20 clerks run in two divisions—Pittsburgh, Pa., to Richmond, Ind.; distance, 312.80 miles. Four crews, 7 clerks to crew. Clerks of Logansport and Columbus R. P. O. run west on train No. 1 in car of this R. P. O. as helpers, between Columbus and Bradford, Ohio.

[17] Richmond, Ind., to St. Louis, Mo.; distance, 306.98 miles. Four crews, 6 clerks to crew. Leaving Saint Louis, 5th clerk of train No. 20 assists Indianapolis, Vandalia and Saint Louis clerks to Indianapolis; 2d and 6th clerks of train 20 leave that train at Indianapolis, and together with 5th clerk perform service on train 8 between Indianapolis and Richmond, Ind.; leaving Richmond, east bound, 3d and 7th clerks do not go east on train 20, but perform service to Columbus, Ohio, on train 8, where they join Pittsburgh and Cincinnati R. P. O. night line, train No. 2.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Pittsburgh, Pa., Steubenville, Ohio, and Wheeling, W. Va.	5	69.04	Pittsburgh, Pa., Steubenville, Ohio (Pitts., Cin. and St. L.).	21032 (part)	([1])
			Steubenville, Ohio, Wheeling, W. Va. (Pitts., Cinn. and St. L.).	12005	24
Pittsburgh and Washington, Pa.	2	31.62	Pittsburgh, Mansfield Valley, Pa. (P., C. and St. L.).	21032 (part)	([2])
			Mansfield Valley, Washington, Pa. (P., C. and St. L.).	8055	22.90
Pittsburgh and West Brownsville, Pa.	2	54.34	Pittsburgh, West Brownsville, Pa. (Penn.).	8081	54.42
Pittsburgh, Pa., and Wheeling, W. Va.	2	72.08	Pittsburgh, Pa., Wheeling, W. Va. (B. and O.).	8040	70.41
Pittsfield, Mass., and Bridgeport, Conn.	1	101.49	Pittsfield, Mass., Bridgeport, Conn. (Hous.)	5012	110.55
Pittsfield and Hooksett, N. H..	1	20.35	Pittsfield, Hooksett, N. H. (Con.).....	1004	20.35
Placerville and Sacramento, Cal.	8	60.75	Sacramento, Placerville, Cal. (Sacramento and Placerville R. R.).	46005	60.75
Plattsburgh and Saranac Lake, N. Y.	2	72.82	Plattsburgh, Lyon Mountain, N. Y. (Chateaugay).	6106	34.67
			Lyon Mountain, Saranac Lake, N. Y. (Chateaugay).	6122	39.66
Plattsmouth and Schuyler, Nebr.	6	81.09	Plattsmouth, Ashland, Nebr. (B. and M. R. in Nebraska).	34039	31.37
			Ashland, Schuyler, Nebr. (B. and M. R. in Nebraska).	34057	50.71
Plymouth and Concord, N. H ..	1	51.40	Plymouth, Concord, N. H. (Bos. and Me., Low. Sys.).	[11]1006 (part)	([10])
Portage and Madison, Wis....	10	40.51	Portage, Madison, Wis. (Chi., Mil. and St. P.).	25023	38.40
Port Austin and Port Huron, Mich.	9	87.71	Port Austin, Port Huron, Mich. (F. and P. M.).	24042	87.96
Port Harford and Los Olivos, Cal.	8	79.77	San Luis Obispo, Port Harford, Cal. (Pacific Coast Rwy.).	46041	12.20
			San Luis Obispo, Los Olivos, Cal. (Pacific Coast Rwy.).	46040	67.67
Portland, Me., and Boston, Mass.	1	116.70	Portland, Me., Boston, Mass. (Bos. and Me.)	3011	116.33
Portland and Coburg, Oregon..	8	118.88	Portland, Dundee Junction, Oregon (Portland, Will. Val. R. R.).	[14]44004	29.15
			Ray's Landing, Coburg, Oregon (Oregonian Rwy. Co., Limited).	[14]44007	89.73
Portland and Corvallis, Oregon.	8	97.78	Portland, Corvallis, Oregon (Oregon and California R. R.).	44002	97.78
Portland, Me., and Island Pond, Vt.	1	149.78	Portland, Me., Island Pond, Vt. (Grand Trunk).	[12]7 (part)	149.71
Portland, Me., and Island Pond, Vt. (short run).	1	92.16	Portland, Me., Gorham, N. H. (Grand Trunk).	[12]7 (part)	([13])
Portland and Nazareth, Pa.....	2	26.64	Portland, Nazareth, Pa. (Bangor and Port.).	8128	26.14
Portland, Me., and Rochester, N. H.	1	52.74	Portland, Me., Rochester, N. H. (Port. and Roch.).	[12]8 (part)	([12])

[1] Covered by Pittsburgh and St. Louis R. P. O. (43.30 miles).
[2] 8.50 miles covered by Pittsburgh and St. Louis R. P. O.
[3] Double service daily, except Sunday.
[4] Cars and clerks shown on route 21032.
[5] One car in reserve.
[6] One clerk detailed as transfer clerk at Bridgeport, Conn.
[7] *Sunday service.*
[8] *Reserve car.*
[9] Car and clerks shown on route 6105.
[10] Covered by Lancaster and Boston R. P. O. (51.34 miles).
[11] Balance of route covered by Lancaster and Boston R. P. O. (84.96 miles), and closed-pouch service between Lancaster and Groveton Junction (9.58 miles). (See Table C[a].)
[12] Reserve cars.
[13] This clerk has relief every fourth week.
[14] One clerk detailed to superintendent's office.
[15] Route 44007 curtailed March 12, 1889. Same date

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'ge speed (miles).	Train No. inward.	Av'ge speed (miles).					Length.	Width.			
Lbs.										*Ft. In.*	*Ft. In.*			
92,178	July 1, 1889	13	19.98	14	19.26	6	43,081	138.03	1	19 0	9 0	1	1	1
1,710	July 1, 1889	13	19.56	14	19.56	6								
61,656	July 1, 1885	121	21.07	120	17.24	6	19,731	126.48	1	15 0	9 0	1	1	1
		125	18.06	126	18.97	6	[2]19,731							
1,682	May 1, 1889	121	21.07	120	17.24	6	.....	.....	[4]	.....	.....	[4]		
		125	18.06	126	18.97	6								
1,304	July 1, 1889	6	19.75	9	19.75	6	33,908	108.68	[5]2	15 0	8 8	1	1	1
1,107	July 1, 1889	7	22.17	8	22.17	6	44,978	144.16	1	17 2	8 11	1	1	1
1,663	July 1, 1885	8	26.93	9	27.84	6	68,945	110.49	1	14 7	6 0	2	1	[6]5
		12	30	15	26.93	6	68,345	.....	1	14 7	6 0	2	1	
				27	25.87	1	[7]11,712	.....	1	14 7	6 0			
									[8]1	14 7	6 0			
519	July 1, 1889	69	16.43	68	23.07	6	12,698	40.70	1	8 0	7 0	1	1	1
792	July 1, 1889	70	18.98	71	19.59	6	37,908	121.50	1	6 6	6 0	1	1	1
609	July 1, 1889	1	21.47	4	15.94	6	45,440	145.64	1	16 4	5 10	1	1	1
313	Mar. 1, 1887	1	23.40	4	22.94	6	.....	.....	[9]	.....	.....	[9]		
5,800	Jan. 5, 1887	7	24.56	10	23.61	6	50,600	162.18	1	7 4	8 6	1	1	1
.....	.....	7	24.95	8	24.95									
2,853	July 1, 1889	52	25.54	55	27.13	6	32,073	102.80	2	10 0	7 0	1	1	1
									[12]1	6 8	6 1			
									[12]1	10 0	6 10			
563	July 1, 1887	300	25.97	303	22.08	6	25,278	81.02	1	16 9	7 5	1	1	1
571	July 1, 1884	343	19.22	342	16.47	6	54,731	131.57	1	16 0	7 4	1	1	[13]1
27	July 1, 1886	3	18.30	4	20.90	7	49,776	159.54	1	12 0½	7 7	1	1	1
296	June 21, 1888	3	21.17	4	21.17									
4,739	July 1, 1885	70	25.66	75	26.65	6	72,820	116.70	1	41 9	8 11	2	2	[14]11
		122	25.66	7	24.75	6	72,820	.....	1	25 4	9 0	2	2	
									[12]1	25 0	8 6			
									[12]1	41 9	8 11			
.....	.....	3	14.15	4	14.15	6	74,181	118.88	2	18 0	7 6	2	1	2
387	Mar. 28, 1887	3	10.49	4	10.74									
630	July 1, 1886	2	21.48	1	21.72	6	61,014	97.78	2	10 0	8 10	2	1	2
2,463	July 1, 1889	2	21.83	1	25.22	6	93,462	99.85	1	20 0	7 4	3	1	[15]7
									1	21 6	7 6			
									[8]1	22 4	7 8			
2,463	July 1, 1889	4	28.89	5	26.77	6	57,507	92.16	2	15 9	7 6	2	1	[16]
455	July 1, 1889	2	17.76	5	16.82	6	16,623	53.28	1	7 1	6 9	1	1	[17]1
									1	6 0	6 8			
									[17]1	9 0	6 6			
1,941	July 1, 1885	2	24	[18]	[18]	3	16,454	105.48	1	15 0	9 0	1	1	[19]

44004 established on that part of route 44007 curtailed.

[15] Two clerks as helpers; two clerks on short run.

[17] Balance of route covered by closed-pouch service between Island Pond and Norton Mills (16.02 miles.) (See Table C°.).

[16] Covered by Portland and Island Pond R. P. O. (91.99 miles).

[19] Shown in column 17, Portland and Island Pond R. P. O.

[6] Balance of route covered by Portland and Island Pond R. P. O. (57.72 miles), and closed-pouch service between Island Pond and Norton Mills (16.02 miles.) (See Table C°.)

[17] In reserve.

[18] Covered by Portland and Worcester R. P. O. (52.50 miles).

[15] This clerk runs from Rochester to Portland with Portland and Worcester clerk as assistant.

[19] Shown in column 17, Portland and Worcester R. P. O.

[18] Balance of route not covered (2.50 miles).

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Portland, Oregon, and San Francisco, Cal.	8	774.16	Portland, Ashland, Oregon (Oreg. and Cal. R. R.).[1]	44001	342.58
			Ashland, Oregon, Roseville, Cal. (Central Pacific R. R.).	46003	323.30
			Roseville, San Francisco, Cal. (Central Pacific).	46001 (part)	(2)
Portland, Me., and Swanton, Vt.	1	232.99	Portland, Me., Fabyan-House, N. H. (Port. and Ogd.).	10	89.99
			Fabyan House, N. H., South Lunenburgh, Vt. (Bos. and Me., Low. Sys.).	1007	24.26
			South Lunenburgh, Swanton, Vt. (Bos. and Me., St. J., and L. Cham. Div.).	2011	118.56
Portland, Me., and Swanton, Vt. (Short run.)	1	72.87	Portland, Me., Bartlett, N. H. (Port. and Ogd.).	[3]10 (part)	(4)
Portland, Me., and Worcester, Mass.	1	147.34	Portland, Me., Rochester, N. H. (Port. and Roch.).	8	55
			Rochester, N. H., Worcester, Mass. (B. and Me., W. N., and P. Div.).	1012	95.04
Portland, Me., and Worcester, Mass. (Short run.)	1	46.76	Nashua, N. H., Worcester, Mass. (B. and Me., Wor., N. and P. Div.).	[12]1012 (part)	(10)
Portsmouth and Cincinnati, Ohio.	5	108.17	Portsmouth, Batavia Junction (n. o.), Ohio (Ohio and North West.).	21052	98.02
			Batavia Junction (n. o.), Cincinnati, Ohio (Pitts., Cin. and St. L.).	21014 (part)	(12)
Portsmouth and Concord, N. H.	1	59.25	Portsmouth, Concord, N. H. (Con.)	1002	59.16
Portsmouth and Manchester, N. H. (Short run, Portsmouth and Concord).	1	41.52	Portsmouth, Manchester, N. H. (Con.)	[17]1002 (part)	(14)
Pottsville and Philadelphia, Pa.	2	94.13	Pottsville, Philadelphia, Pa. (P. and R.)	3002	93.10
Pottsville, Tamaqua, and Herndon, Pa.	2	78.74	Pottsville, Herndon, Pa. (P. and R.)	3013	78.96
Powers, Mich., and Florence, Wis.	10	42	Powers, Mich., Florence, Wis. (Chi. and No. West.).	[22]24032 (part)	41.54
Pratt and Liberal, Kans	7	136.22	Pratt, Liberal, Kans. (C., R. I. and P.)	[23]33075 (part)	135.25
Princeton, Ky., and Clarksville, Tenn.	5	57.69	Princeton, Ky., Clarksville, Tenn. (Louis. and Nash.).	19024	57.53
Prosser, Nebr., and Yuma (n. o.), Kans.[25]	7	102.90	Prosser, Nebr., Warwick, Kans. (Pac. in Nebr.).	33094	72.18
			Warwick, Yuma (n. o.), Kans. (C., B. U. P.)	33027	30.86
Providence, R. I., and New London, Conn.	1	65.24	Providence, R. I., Groton, Conn. (N. Y., P. and Bos.).	4002	(27)
Providence and Pascoag, R. I.	1	23.75	Providence, Pascoag, R. I. (Prov. and Spg.)	4006	23.17
Providence, R. I., and Willimantic, Conn.	1	59.04	Providence, R. I., Willimantic, Conn. (N. Y. and New Eng.).	4003	58.61

[1] Line divided at Ashland, Oregon. Five clerks Portland to Ashland, Oregon. Five clerks Ashland, Oregon, to San Francisco, Cal. Two helpers Portland to Albany, Oregon. One helper San Francisco to Marysville, Cal. Two clerks, short run, Sacramento to Red Bluff, Cal.

[2] 108.20 miles, route 46001, Roseville to San Francisco, covered by Ogden, Utah, and San Francisco, Cal.; 40-feet cars authorized Sacramento to Redding.

[3] One clerk on short run.

[4] Reserve cars.

[5] Covered by Portland and Swanton R. P. O. (72 miles).

[6] Shown in column 17, Portland and Swanton R. P. O.

[7] Balance of route covered by Portland and Swanton R. P. O. (17.99 miles).

[8] One clerk on short run (46.76 miles). One clerk on Portland and Rochester R. P. O. (52.74 miles). The Portland Rochester clerk runs from Rochester to Portland with Portland and Worcester clerk as assistant.

[9] Reserve car.

[10] Covered by Portland and Worcester R. P. O. (46.57 miles).

[11] Shown in column 17, Portland and Worcester R. P. O.

[12] Balance of route covered by Portland and Worcester R. P. O. (48.47 miles).

[13] Covered by Pittsburgh and Cincinnati R. P. O. (8.70 miles).

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'gespeed (miles).	Train No. inward.	Av'gespeed (miles).					Length.	Width.			
Lbs.										*Ft. In.*	*Ft. In.*			
4,551	July 1, 1889	15	20.01	16	21.01	7	250,083	127.03	6	40 0	9 5½	5	1	[14]15
25,702	Aug. 15, 1888	15	19	16	18.41	.....	315,053	172.63	.....	.....	.....	5	1	
1,319	July 1, 1885	15	24	16	24									
		11	26.46	12	25.95	.....	98,521	134.96	1	20 0	8 6	2	1	
1,825	July 1, 1889	150	22.28	71	24.26	6	145,329	116.45	2	13 0	6 8	4	1	[25]
									[41]	13 8	6 8			
948	July 1, 1889	150	19.66	71	15.83	.....	.....	.....	[41]	15 0	6 6			
999	July 1, 1889	150	20.58	71	20.58									
1,825	July 1, 1889	154	24	151	24	6	45,470	145.74	1	10 0	6 0	1	1	(6)
1,941	July 1, 1885	4	28.36	3	27.12	6	91,940	98.22	1	15 0	8 0	3	2	[26]
									1	15 8	8 10			
2,525	July 1, 1889	4	18.73	3	28	.....	.....	.....	[21]	14 6	8 8			
2,525	July 1, 1889	4	20.46	7	22.08	6	29,178	93.52	1	18 0	6 10	1	1	([11])
865	July 1, 1888	63	22.20	60	22.20	6	67,498	108.17	1	20 0	7 10	2	1	2
26,660	July 1, 1889	63	15	60	20.88	6								
1,155	July 1, 1889	54	18.76	53	23.40	6	36,972	118.50	1	13 0	6 8	1	1	[14]2
1,158	July 1, 1889	46	21.69	55	23.14	6	25,908	83.04	1	13 0	7 0	1	1	([15])
5,192	July 1, 1889	2	31	3	31.88	6	58,737	141.19	1	15 5	8 8	1	2	[16]3
		4	31	21	22.59	6	[29]58,737	.....	1	20 0	8 6	3	1	
		6	23.74	5	24.80	6	58,737	.....	1	14 10	8 6			
									[30]1	15 0	8 8			
973	July 1, 1889	1	18.52	4	17.30	6	49,134	136.38	1	15 0	9 0	2	1	2
		[21]3	19.40	[22]2	18.80	6	[23]34,994	.....	1	14 9	8 6			
									[30]1	10 8	6 10			
									[30]1	14 6	8 8			
1,070	July 1, 1888	8	24.05	5	25.53	7	30,660	84	1	35 4	9 3	1	1	1
									[31]1	35 4	9 5			
2,049	July 1, 1889	23	27.05	24	26.18	7	99,441	136.22	[24]3	14 6	7 1	2	1	[24]3
119	July 1, 1888	1	22.26	2	21.60	6	35,999	115.38	1	9 0	9 0	1	1	1
605	July 1, 1889	408	16.44	407	16.44	7	75,117	102.90	2	10 9	7 4	2	1	2
.....	.....	408	12.77	407	12.77	7								
15,606	July 1, 1889	6	27.96	11	26.99	6	40,709	130.48	1	16 3	6 11	1	1	2
		24	26.09	15	30.08	6	40,709	.....	1	15 10	6 10	1	1	
									[31]1	15 10	6 6			
851	July 1, 1889	53	19.43	54	19.71	6	14,820	95	1	6 9	6 5	1	1	1
		57	18.39	56	21.22	6	14,820	.....	[31]1	6 4	5 2			
972	July 1, 1889	7	25.99	4	25.06	6	36,840	118.08	1	20 4	8 4	1	1	1

[14] One clerk on Portsmouth and Manchester R. P. O. (41.52 miles).
[15] Covered by Portsmouth and Concord R. P. O. (41.40 miles).
[16] Shown in column 17, Portsmouth and Concord R. P. O.
[17] Balance of route covered by Portsmouth and Concord R. P. O. (17.76 miles).
[18] One transfer clerk at Reading, Pa.
[19] Triple service daily, except Sunday.
[20] In reserve.
[21] Trains 2 and 3 run only between Pottsville and Shamokin; double service daily, except Sunday.
[22] Balance of route (16.21 miles) covered by Crystal Falls, Mich., and Florence, Wis., closed-pouch service. (See Table C[c].)
[23] 172.24 miles of route 33075, between St. Joseph, Mo., and Herington, Kans., covered by St. Joseph, Mo., and Caldwell, Kans., R. P. O., and 126.65 miles of same route, between Herington and Pratt, Kans., covered by Herington and Pratt, Kans., R. P. O.
[24] 1 car in reserve.
[25] One clerk additional appointed to line on account of extension of line to commence at Herington, Kans.; not yet reported for duty.
[26] New service; not reported last year.
[27] Covered by Boston, Providence and New York R. P. O. (61.80 miles).

TABLE A[a].—*Statement of railway post-offices in*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Pueblo and Silverton, Colo.[1] ...	7	.....	Pueblo, Cucharas, Colo. (D. and R. G.)...	[2]38001 (part)	49.70
Eastern Division	...	[3]231.35	.....	.....	.....
			Cucharas, Antonito, Colo. (D. and R. G.)...	[4]38004 (part)	109.52
Western Division.....	...	[5]45.95	.....	.....	.....
			Antonito, Silverton, Colo. (D. and R. G.)...	38002	217.05
Pulaski City and Ivanhoe Furnace, Va.	3	32.24	Pulaski City, Ivanhoe Furnace, Va. (Norfolk and Western).	11039	32.22
Quincy, Ill., and Kansas City, Mo.[6]	7	225.92	Quincy, Ill., Cameron, Mo. (H. and St. Jo.).	[10]28005 (part)	170.84
			Cameron, Kansas City, Mo. (H. and St. Jo.)	28010	55.08
Quincy, Ill., and Louisiana, Mo.	6	44.96	Quincy, Fall Creek, Ill. (Chi., Bur. and Qcy.).	23041 (part)	13.10
			Fall Creek, Ill., Louisiana, Mo. (Chi., Bur. and Qcy.).	23079	32.10
Quincy, Ill., and Trenton, Mo..	7	137.10	Quincy, Ill., Trenton, Mo. (Q., O. and K. C.)	28019	137.58
Racine, Wis., and Rock Island, Ill.	10	197.88	Racine, Wis., Rock Island, Ill. (Chi., Mil. and St. Paul).	25024	197.85
Raleigh and Gibson's Station, N. C.	3	108.80	Raleigh, Hamlet, N. C. (Ral. and Aug. Air Line).	13010	97.52
			Hamlet, Gibson's Station, N. C. (Ral. and Aug. Air Line).	13034	10.50
Reading and Quarryville, Pa ..	2	57.50	Reading, Sinking Springs, Pa. (P. and R.)	8073 (part)	([14])
			Sinking Springs, Junction, Pa. (R. and C.)	8031 (part)	[15]28
			Junction, Quarryville, Pa. (R. and C.)....	8137	28.50
Reading, Pa., and Wilmington, Del.	2	74.07	Reading, Pa., Wilmington, Del. (W. and N.).	8054	71.90
Red Bank and Bridgeton, N. J.	2	95.20	Red Bank, Eatontown, N. J. (C. R. R. of N. J.).	7049 (part)	[16]2.89
			Eatontown, Whiting, N. J. (C. R. R. of N. J.).	7026 (part)	[16]30.41
			Whiting, Atsion, N. J. (C. R. R. of N. J.).	7029	24.47
			Atsion, Bridgeton, N. J. (C. R. R. of N. J.).	7061	37.81
Redding and Sacramento, Cal..	8	171.41	Redding, Tehama, Cal. (Central Pacific R. R.).	46003 (part)	([17])
			Tehama, Davisville, Cal. (Central Pacific)	46022	111.64
			Sacramento, Davisville, Cal. (Central Pacific R. R.).	46001 (part)	([17])
Redfield and Gettysburgh, Dak.	10	75.84	Redfield, Gettysburgh, Dak. (Chi. and No. West.).	35024	75.31
Red Oak, Iowa, and Lincoln, Nebr.	9	113.57	Red Oak, Iowa, Nebraska City, Nebr. (Chi., Bur. and Qcy.).	27074	53.13
			Nebraska City, Lincoln, Nebr. (Nebraska).	[21]34005 (part)	58.15
Red Wing and Mankato, Minn.	10	94.62	Red Wing, Mankato, Minn. (Minn. and St. Louis).	26048	95.16
Reno and Preston, Minn	10	57.70	Reno, Preston, Minn. (Chi., Mil. and St. P.)	26032	57.66
Reno and Virginia City, Nev...	8	53.08	Reno, Virginia City, Nev. (Virginia and Truckee R. R.).	45001	53.08

[1] This line is in two divisions, dividing on Durango, Colo.

[2] 120.14 miles of route 38001, between Denver and Pueblo, Colo., covered by Denver and Aspen, Colo., R. P. O., and 37.10 miles of same route, between Cucharas and El Moro, Colo., covered by closed-pouch service. (See Table C[a].).

[3] Pueblo to Durango, Colo.

[4] Service performed seven times per week between Pueblo and Alamosa, Colo. (130.50 miles), and *six times* per week between Alamosa and *Durango*, Colo. (200.85 miles). Daily, except *Sunday*, on Western Division.

[5] One clerk detailed to transfer duty at Union Depot, Pueblo, Colo.

[6] 91.47 miles of route 38004, between Antonito, Colo., and Espanola, N. Mex., covered by Antonito and Santa Fé, N. Mex., R. P. O.

[7] Durango to Silverton, Colo.

[8] In reserve.

[9] Double daily service.

[10] 36.71 miles of route 28005 between Cameron and St. Joseph, Mo., covered by Cameron, Mo., and Atchison, Kans., R. P. O.

[11] One clerk detailed to duty in General Superintendent's office.

in the United States on June 30, 1889—Continued.

ate of last e-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	Train No. outward.	Av'gespeed (miles).	Train No. inward.	Av'gespeed (miles).					Length.	Width			
									Ft. In.	*Ft. In.*			
uly 1, 1886	7	24. 85	8	31. 41	7	.....	.....	1	15 1½	7 6			
.....	.....	.....	.....	.....	.....	[4]220, 595	121. 06	1	13 8½	7 6	5	1	[17]
uly 1, 1886	407	20. 22	408	19. 33	7	.....	.....	2	13 8½	7 5			
.....	.....	.....	.....	.....	.....	28, 673	91. 90	[2]	16 0	8 11	1	1	
uly 1, 1886	{407 / 487}	16. 46	{408 / 488}	15. 50	6								
uly 1, 1889	17	20. 10	20	20. 10	6	20, 108	64. 48	1	11 6	6 10	1	1	1
uly 1, 1887	3	22. 78	4	22. 78	7	164, 922	112. 96	{ 2 / 2	39 8 / 40 10	9 10 / 9 10	} 4	2	[11]21
	1	33. 08	2	34. 17	7	164, 922	112. 96	[13]	.....	.....	4	3	
uly 1, 1886	3	22. 63	4	23. 60	7								
	1	27. 54	2	30. 04	7								
uly 1, 1887	209	17. 33	208	13. 10	6	28. 055	89. 92	1	11 11	6 11	1	1	[12]1
uly 1, 1887	209	14. 22	208	15. 24									
uly 1, 1887	1	19. 65	2	20. 63	6	85, 550	137. 10	1	22 6	7 0	2	1	2
								[1]	16 0	7 6			
uly 1, 1887	1	19. 55	2	20. 22	6	123, 477	98. 94	1	24 0	9 3	4	1	4
								1	26 0½	9 3			
uly 1, 1888	41	29. 84	38	29. 10	6	67, 891	108. 80	1	13 6	6 6	2	1	2
uly 1, 1889	41	13. 33	38	13. 33									
uly 1, 1885	9	30	2	30	6	35, 880	115	2	12 0	8 11	1	1	1
uly 1, 1889	9	19. 53	2	18. 06	6	.....	.....	[16]	.....	.....	[16]		
uly 1, 1889	9	9. 46	2	16. 57	6	.....	.....	[16]	.....	.....	[16]		
								[1]	9 0	6 7			
								[1]	7 6	6 7			
uly 1, 1889	10	19. 32	3	20. 19	6	46, 220	148. 14	1	6 3	5 7	1	1	1
								[1]	7 6	6 6			
uly 1, 1889	312	21	313	21. 67	6	59, 405	190. 40	1	7 0	6 6	1	1	1
uly 1, 1889	312	22. 26	313	30. 41	6	.....	.....	[19]	.....	.....	[19]		
uly 1, 1889	312	31. 86	313	31. 23	6	.....	.....	[19]	.....	.....	[19]		
aly 1, 1889	312	24. 12	313	22. 02	6	.....	.....	[19]	.....	.....	[19]		
une25, 1888	17	33. 25	18	32. 08	7	125, 129	114. 27	1	43 4	8 11	3	1	2
								1	38 8½	8 10½			
uly 1, 1886	17	26. 26	18	26. 26									
ug. 15, 1888	20	26. 46	19	22. 68									
uly 1, 1888	7	22. 03	8	22. 03	6	47, 324	151. 68	1	14 5	7 7	1	1	1
uly 1, 1887	91	27. 65	92	22. 71	6	70, 867	113. 57	2	21 0	9 0	2	1	2
uly 1, 1886	81	26. 79	82	25. 78									
ug. 3, 1888	22	15. 83	21	16. 29	6	59, 042	189. 24	1	24 0	8 10	1	1	1
uly 1, 1887	37	18. 64	38	18. 64	6	36, 004	115. 40	1	8 10	5 8	1	1	1
uly 1, 1887	1	21. 23	2	22. 11	7	38, 748	106. 16	1	18 11	8 5½	1	1	1

trains 1 and 2 belong to C., B. and Q. Ry. hicago and Quincy, Ill., R. P. O.)
of route, Fall Creek, Ill., to Hannibal, 5.08 miles), covered by closed pouches. Table C[e].)
covered by Allentown and Harrisburg).
iles covered by closed-pouch service. Table C[e].)
d clerks shown on route 8073.
a covered by closed-pouch service. (See C[e].)

[12] 11.81 miles covered by closed-pouch service. (See Table C[e].)
[13] Cars and clerks shown on route 7049.
[14] 46.54 miles, route 46003, Redding to Tehama, covered by Portland, Oregon, and San Francisco, Cal., R. P. O.; 13.23 miles, Davisville to Sacramento, shown on Ogden, Utah, and San Francisco, Cal., R. P. O.
[21] Balance of route covered by Nebraska City and Beatrice, Nebr., R. P. O. (27.56 miles), and by Lincoln and Alliance, Nebr., R. P. O. (51.70 miles).

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Republican City, Nebr., and Oberlin, Kans.	6	78.67	Republican City, Nebr., Oberlin, Kans. (B. and M. R. in Nebr.).	34032	78.73
Rhinelander, Wis., and Minneapolis, Minn.[1]	10	217.35	Rhinelander, Wis., Minneapolis, Minn. (Minn., St. P. and S. Ste. M.).	[2]25059 (part)	217.32
Richford and St. Albans, Vt....	1	28.91	Richford, St. Albans, Vt. (Missisquoi).....	2007	28.79
Richland and Niagara Falls, N. Y.	2	181.40	Oswego, Suspension Bridge, N. Y. (R., W. and O.)...	6038	151.13
			Suspension Bridge, Niagara Falls, N. Y. (N. Y. C. and H. R.).	6016 (part)	([6])
		151.19	Oswego, Suspension Bridge, N. Y. (R., W. and O.).	6038 (part)	([7])
Richland and Syracuse, N. Y...	2	42.33	Richland, Pulaski, N. Y. (R., W. and O.)...	6034 (part)	([8])
			Pulaski, Syracuse, N. Y. (R., W. and O.) ...	6037	33.61
Richmond and Danville, Va....	3	141.08	Richmond, Danville, Va. (Rich. and Dan.) .	11006	140.71
Richmond, Va., and Huntington, W. Va.	3	420.62	Richmond, Va., Huntington, W. Va. (C. and O.).	11005 (part)	419.05
Richmond, Va., and Huntington, W. Va. (Short run.)	3	193.31	Richmond, Clifton Forge, Va. (C. and O.) ..	11005 (part)	([12])
Richmond, Lynchburgh and Clifton Forge, Va.	3	230.55	Richmond, Lynchburgh, Va. (C. and O.)...	11023	147.07
			Lynchburgh, Clifton Forge, Va. (C. and O.)	11027	84.20
Richmond and Stanford, Ky[9]...	5	35.32	Richmond, Stanford, Ky. (Ky. Cen.).....	20030	34.91
Rincon and Silver City, N. Mex	7	191.12	Rincon, Deming, N. Mex. (A., T. and S. F.).	[14]380.6 (part)	53.82
			Deming, Silver City, N. Mex. (A., T. and S. F.).	39006	47.86
Roanoke and Opelika, Ala	4	39.38	Roanoke, Opelika, Ala. (Sav. and West. R. R.).	17014	39.38
Rochester and Elmira, N. Y ...	2	112.50	Rochester, Corning, N. Y. (N.Y., L. E. and W.).	6005	94.97
			Corning, Elmira, N.Y. (N.Y., L.E. and W.).	6001 (part)	([15])
Rochester and Olean, N. Y.....	2	108.23	Rochester, Hinsdale, N. Y. (W. N. Y. and Pa.).	6123	100.02
			Hinsdale, Olean, N. Y. (W. N. Y. and Pa.) .	6058 (part)	([15])
Rochester, N. Y., and Punxsutawney, Pa.	2	230.98	Rochester, Bradford Junction, N. Y. (B., R. and P.).	6102 (part)	[16]107.90
			Bradford Junction, N. Y., Punxsutawney, Pa. (B., R. and P.).	6127	118.70
Rochester and Suspension Bridge, N. Y.	2	74.89	Rochester, Suspension Bridge, N. Y. (N. Y. C. and H. R.).	6018 (part)	[17]74.53
Rockaway and High Bridge, N. J.	2	30.57	Rockaway, High Bridge, N. J. (Central R. R. of N. J.).	7040	30.76
Rockford, Ill., and Mineral Point, Wis.	10	115.69	Rockford, Rockton, Ill. (Chi., Mil. and St. P.).	23096	16.37
			Rockton, Ill., Beloit, Wis. (Chi., Mil. and St. P.).	25024 (part)	([18])
			Beloit, Janesville, Wis. (Chi., Mil. and St. P.).	25036	15.72
			Janesville, Gratiot, Wis. (Chi., Mil. and St. P.).	[19]25004 (part)	55.80
			Gratiot, Mineral Point, Wis. (Chi., Mil. and St. P.).	[20]25020 (part)	25.79

[1] Reported last year as Bruce, Wis., and Minneapolis, Minn., R. P. O.; service extended to Rhinelander, Wis., October 1, 1888.

[2] Balance of route covered by Sault de Ste. Marie and Gladstone, Mich., R. P. O. (153.07 miles), and by Gladstone, Mich., and Rhinelander, Wis., closed-pouch service (125.80 miles). (See Table C[a].)

[3] Two clerks in Oswego and Suspension Bridge R. P. O.

[4] In reserve.

[5] Cars and clerks shown on route 6034.

[6] 1.80 miles covered by Suspension Bridge and Buffalo R. P. O.

[7] 151.13 miles covered by Richland and Niagara Falls R. P. O.

[8] 4.30 miles covered by Richland and Niagara Falls R. P. O.

[9] One in reserve.

[10] Also in use on short run.

[11] Four clerks on short run, Richmond to Clifton Forge; 1 detailed to Washington and Huntington R. P. O., 2 acting clerks.

[12] 193.31 miles covered by the Richmond and Huntington R. P. O.

[13] Clerks and cars shown on through run.

[14] 348.09 miles of route 39005, between La Junta, Colo., and Albuquerque, N. Mex., covered by

the United States on June 30, 1889—Continued.

Average whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules). Train No. outward.	Av'ge speed (miles).	Train No. inward.	Av'ge speed (miles).	Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures). Length.	Width.	Number of crews.	Number of clerks in crew.	Number of clerks appointed to line.
Ms.										*Ft. In.*	*Ft. In.*			
675	July 1, 1886	121	26.23	122	26.23	6	49,215	157.74	1	18 4	8 10	1	1	1
188	Aug. 7, 1888	85	23.22	84	23.64	6	135,536	141.56	2	16 9	7 6	3	1	3
451	July 1, 1889	2	22.39	3	24	6	18,039	57.82	1	8 4	6 10	1	1	1
375	July 1, 1889	110	29.02	113	29.02	6	113,194	120.93	2	22 10	6 10	3	1	[24]5
									[41]	23 4	7 0			
573	July 1, 1889	110	23.56	113	23.56	6	.....	.....	([5])	.....	.....	([5])		
.....	.....	110	10.80	113	10.80	6	.....	.....	([5])	.....	.....	([5])		
573	July 1, 1889	104	24.18	117	26.29	6	94,343	151.19	1	22 7	7 0	2	1	
375	July 1, 1889	128	37.50	123	30	6	26,414	84.66	1	11 0	7 3	1	1	1
918	July 1, 1889	128	28.83	123	26.11	6	.....	.....	([5])	.....	.....	([5])		
306	July 1, 1889	50	27.45	51	26.25	7	102,988	94.05	[23]3	41 2	8 10	3	1	3
614	July 1, 1889	1	25.16	2	24.19	7	307,053	140.20	[10]6	20 0	9 0	6	1	[11]9
614	July 1, 1889	5	21.04	6	20.27	7	141,116	90.65	([13])	.....	.....	4	1	([13])
716	July 1, 1889	9	25.95	10	23.53	6	143,863	115.27	3	16 0	8 0	4	1	4
706	July 1, 1889	9	24.64	10	25.25									
299	July 1, 1885	18	12.48	17	12.60	6	22,040	70.64	1	8 0	6 7	1	1	1
546	July 1, 1886	723	26.91	724	26.91	7	73,818	101.12	1	20 8½	9 0½	2	1	2
									1	13 4½	9 3½			
.....	.....	723	19.15	724	19.15	7								
274	July 1, 1888	65	15.6	66	15.6	6	24,573	78.76	1	12 2	7 0	1	1	1
120	July 1, 1889	102	27.79	103	26.50	6	70,200	138.99	1	20 7	9 7	2	1	2
297	July 1, 1885	102	29.14	103	29.14	6	.....	.....	([16])	.....	.....	([16])		
571	July 1, 1889	30	21.43	35	19.88	6	67,536	136.14	1	14 0	8 0	[17]2	1	2
									[41]	18 0	8 6			
680	July 1, 1889	30	21.43	35	19.88	6	.....	.....	([19])	.....	.....	([19])		
931	July 1, 1889	1	28.80	4	27	6	144,132	115.49	[21]3	15 1	9 0	4	1	4
486	July 1, 1889	1	17.78	4	17.34	6	.....	.....	([22])	.....	.....	([22])		
669	July 1, 1889	11	27.04	10	24.50	6	[24]16,721	99.85	2	21 0	8 4	2	1	[25]4
		21	26.30	26	24.50	6	[24]46,721	.....	[41]	20 0	8 4	1	1	
117	July 1, 1889	5	23.21	4	24.45	6	19,196	61.14	1	6 9	7 6	1	1	1
595	June 22, 1888	40	26.05	35	26.05	6	72,190	115.69	1	20 0	9 3	2	1	2
231	July 1, 1887	40	20.40	35	20.40									
103	July 1, 1887	40	30	35	25.71									
984	July 1, 1887	1	26.80	18	27.90									
015	July 1, 1887	1	27.71	18	27.71									

La Junta, Colo., and Albuquerque, N. Mex., R. P. O.; and 177.14 miles between Albuquerque and Rincon, N. Mex., covered by Albuquerque, N. Mex., and El Paso, Tex., R. P. O.

Seventeen miles covered by New York and Dunkirk R. P. O.

Cars and clerks shown on route 6005.

Alternating with Danville and Buffalo R. P. O.

96 miles covered by Buffalo and Emporium R. P. O.

Cars and clerks shown on route 6123.

23 miles covered by closed-pouch service. (See Table C°.)

One car in reserve.

Cars and clerks shown on route 6102.

[23] 1.80 miles covered by closed-pouch service. (See Table C°.)

[24] Double service daily, except Sunday.

[25] One clerk detailed as transfer clerk at Suspension Bridge, N. Y.

[26] Distance (3.40 miles) covered by Racine, Wis., and Rock Island, Ill., R. P. O.

[27] Balance of route (19.70 miles) covered by Milton Junction and Janesville, Wis., and Gratiot and Shullsburgh, Wis., closed pouch service. (See Table C°.)

[28] Balance of route (7.15 miles) covered by Gratiot, Wis., and Warren, Ill., closed-pouch service. (See Table C°.)

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Rock Island and Peoria, Ill....	6	92.20	Rock Island, Peoria, Ill. (R. Isl'd and Peo.).	23040	91.82
Rock Island, Ill., and St. Louis, Mo.	6	248.99	Rock Island, Ill., St. Louis, Mo. (Chi., Bur. and Qcy.).	23005	247.71
Rockland and Beaumont, Tex.	11	73.52	Rockland, Beaumont, Tex. (S. and E. T.)..	31029	75.85
Rockland and Portland, Me....	1	88.42	Rockland, Woolwich, Me. (Knox and Lin.)	15	49.11
			Bath, Brunswick, Me. (Me. Cen.).....	11	9.17
			Brunswick, Portland, Me. (Me. Cen.).....	6	(4)
				[5](part)	
Rockland and Portland, Me. (short run).	1	58.03	Rockland, Woolwich, Me. (Knox and Lin.).	15	(6)
			Bath, Brunswick, Me. (Me. Cen.).....	11	(6)
Rogersville and Bull's Gap, Tenn.	3	16.27	Rogersville, Bull's Gap, Tenn. (Tenn. and Ohio).	19003	16.73
Rome, Ga., and Attalla, Ala....	4	63.70	Rome, Ga., Attalla, Ala. (Rome and Dec. R. R.).	17023	63.70
Rondout and Stamford, N. Y...	2	74.36	Rondout, Stamford, N. Y. (U. and D.)	6073 (part)	[7]74.36
Rosenberg and Cuero, Tex.....	11	120.29	Rosenberg, Victoria, Tex. (N. X., T. and W.).	31636	92.60
			Victoria, Cuero, Tex. (G., W. T. and P.) ...	[12]31019 (part)	28.29
Rouse's Point and Albany, N. Y.	2	113.90	Rouse's Point, West Chazy, N. Y. (D. and H. C. Co.).	6033	14.78
			West Chazy, Albany, N. Y. (D. and H. C. Co.).	6026 (part)	[15]177
		101.55	Rutland, Castleton, Vt. (D. and H. C. Co.).	6024 (part)	(17)
			Castleton, Vt., Whitehall, N. Y. (D. and H. C. Co.).	6098	14.35
Rutherfordton, N. C., and Kingsville, S. C.	4	188.73	Rutherfordton, N. C., Camden, S. C. (Char., Cin. and Chi. R. R.).	14027	150.30
			Camden, Kingsville, S. C. (S. C. R. R.).....	14018	39.03
Ruthven and Des Moines, Iowa.	6	137.59	Ruthven, Tara, Iowa (Chi., R. Isl'd and Pac.).	27087	55.40
			Tara, Des Moines, Iowa (Chi., R. Isl'd and Pac).	27031	82.91
Rutland and Bennington, Vt., and Troy, N. Y.	1	85.19	Rutland, North Bennington, Vt. (Benn. and Rut.).	[19]2015 (part)	52.75
			North Bennington, Vt., State Line (n. o.) (Benn. and Rut.).	2018	2.02
			State Line (n. o.), Hoosac Junction, N. Y. (Fitch.).	6116	5.04
			Hoosac Junction, Troy, N. Y. (Fitch.).....	6067	(20)
Rutland, Vt., and Troy, N. Y...	2	85.84	Rutland, Vt., Eagle Bridge, N. Y. (D. and H. C. Co.).	[21]part 6024	62.88
			Eagle Bridge, Troy, N. Y. (Fitchburg)	6067 (part)	(22)
Sacramento and San Francisco, Cal.	8	140.90	Sacramento, San Francisco, Cal. (Central Pacific R. R.).	46028	140.55
Sag Harbor and New York, N. Y.	2	100.75	Sag Harbor, Long Island City, N. Y. (L. I.).	6093	100.15
		37.36	Babylon, Long Island City, N. Y. (L. I.)...	6093 (part)	(16)

[1] Reserve.
[2] One clerk on short run (58.03 miles).
[3] Reserve car.
[4] Covered by Bangor and Boston R. P. O. (29.10 miles).
[5] Balance of route covered by Bangor and Boston R. P. O. (168.90 miles).
[6] Covered by Rockland and Portland R. P. O. (49.11 miles).
[7] Shown in column 17, Rockland and Portland R. P. O.
[8] Covered by Rockland and Portland R. P. O. (9.17 miles).
[9] 4 miles covered by closed-pouch service. (See Table C[c].).
[10] Double service daily, except Sunday.
[11] In reserve.
[12] 27.20 miles of route 31019, between Victoria and Port Lavaca, covered by closed-pouch service. (See Table C[c].).
[13] This R. P. O. is in 2 divisions—Rouse's Point, N. Y., to Whitehall, N. Y., and Albany, N. Y.,

te United States on June 30, 1889—Continued.

whole distance per day.	Date of last re adjustment.	Average speed per hour (train numbers taken from division schedules). Train No. outward.	Av'gespeed (miles).	Train No. inward.	Av'gespeed (miles).	Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures). Length.	Width.	Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
..s.										*Ft. In.*	*Ft. In.*			
223	July 1, 1887	4	25.62	1	26.23	6	57,533	92.20	1	16 2	9 0	2	1	2
									[11]	15 6	9 0			
279	Apr. 1, 1884	2	23.38	1	22.85	7	181,763	124.49	1	22 8½	8 10½	4	1	4
									1	22 2	8 9½			
									[12]	17 5½	8 11½			
145	July 1, 1886	103	18.37	104	21.00	7	53,669	147.04	1	16 0	6 8	1	1	1
371	July 1, 1889	2	21.45	68	21.77	6	55,174	117.90	2	16 0	6 8	2	1	[23]
									[21]	16 0	6 7			
905	July 1, 1889	2	26.10	68	34.80									
168	July 1, 1889	2	29.10	68	26.83									
371	July 1, 1889	4	22.61	54	21.77	6	36,210	78.37	1	13 0	6 7	1	1	(7)
905	July 1, 1889	4	26.10	54	26.10									
272	July 1, 1888	1	14.81	2	16.00	6	10,152	32.54	1	5 6	6 2	1	1	1
179	July 1, 1889	1	16.5	2	16.5	6	39,748	127.40	1	8 4	6 4	1	1	1
380	July 1, 1889	3	18.59	10	23.05	6	[18]46,401	109.60	1	21 0	9 0	2	1	3
		9	18.59	6	21.14	6	[18]46,401	.....	1	21 0	9 0	1	1	
									[11]	21 0	9 0			
737	July 1, 1886	152	19.33	151	19.71	7	88,774	121.60	2	14 6	9 0	2	1	2
217	July 1, 1886	152	19.76	151	18.66									
692	July 1, 1889	4	30.60	3	29.56	6	[13]134,441	108.26	1	21 0	7 0	2	1	[14]10
									[11]	21 0	7 0			
907	July 1, 1889	4	18.43	3	15.17	6	.....	.....	1	20 0	8 10			
									[(15)]			[(15)]		
048	July 1, 1889	26	27.83	1	25.60	6	.....	.....	1	25 0	8 10	2	2	
027	July 1, 1889	26	31.88	1	28.70	6	.....	.....	[(15)]	.....	.....	[(15)]		
...	.....	152	21.4	153	21.4	7	137,772	125.82	1	20 2	8 2	3	1	3
									1	22 2	8 3			
499	July 1, 1888	152	14.4	153	14.4	7								
161	July 1, 1887	54	18.33	53	23	6	85,856	137.59	1	13 0	9 2	2	1	2
892	July 1, 1885	54	25.44	53	23.63									
800	July 1, 1889	180	27.39	173	27.15	6	53,158	85.19	1	22 8	7 2	2	1	2
215	July 1, 1889	180	36.99	173	27.75									
315	July 1, 1889	180	18.90	173	21.60									
909	July 1, 1885	180	23.35	173	23.02									
048	July 1, 1889	54	23.58	53	25.11	6	53,504	85.84	1	16 0	6 11	2	1	2
909	July 1, 1885	54	25.08	53	25.08	6	.....	.....	[(22)]	.....	.....	[(22)]		
904	July 1, 1886	25	25.31	26	22.48	7	102,857	93.93	2	17 10	8 11	3	1	3
868	July 1, 1889	20	29.04	29	28.87	6	[19]62,868	100.75	1	14 6	6 8	2	1	[24]6
		56	23.88	27	23.52	6	[19]62,868	.....	1	20 0	8 8	1	1	
									[11]	10 4	5 8			
121	July 1, 1888	14	25.74	33	24.11	6	23,313	74.72	[12]	12 4	6 0	1	1	

to Rutland, Vt., 113.90 and 101.55 miles, respectively.

wo transfer clerks at Albany, N. Y., and two at Troy.

75 miles covered by closed-pouch service. (See Table C°.)

rs and clerks shown on route 6033.

67 miles covered by Rutland and Troy R. P. O.

rs and clerks shown on route 6024.

Balance of route covered by closed-pouch service between North Bennington and Bennington, Vt. *(5.67 miles). (See Table C°.)*

[19] Covered by Boston and Troy R. P. O. (25.33 miles).

[21] Balance of route covered by Boston and Troy R. P. O. (22.82 miles).

[22] 23 miles covered by Boston and Troy R. P. O.

[23] Cars and clerks shown on route 6024.

[24] 37 miles covered by Sag Harbor and New York R. P. O.

[25] 1 car in reserve.

[26] 1 helper and 1 transfer clerk at Long Island City, N. Y.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
St. Albans, Vt., and Boston, Mass.	1	265.40	St. Albans, White River Junction, Vt. (Cen. Vt.).	2002	120.50
			White River Junction, Vt., Concord, N. H. (Bos. and Me., Low. Sys.).	[2](part) 1008	69.70
			Concord, Nashua, N. H. (Con.)	1001	36.28
			Nashua, N. H., Boston, Mass. (B. and Me., Low. Sys.).	3016	39.85
St. Albans, Vt., and Ogdensburgh, N. Y.	2	143.15	St. Albans, Vt., and Rouse's Point, N. Y. (Central Vermont).	2002 (part)	[4]24.27
			Rouse's Point, Ogdensburgh, N. Y. (O. and L. C.).	6053	119.16
St. Albans, Vt., and Troy, N. Y.	1	184.69	St. Albans, Essex Junction, Vt. (Cen. Vt.).	2002 [7](part)	([6])
			Essex Junction, Rutland, Vt. (Cen. Vt.).	2003 [10](part)	([8])
			Rutland, North Bennington, Vt. (Benn. and Rut.)	2015 [12](part)	([11])
			North Bennington, Vt., State Line (n. o.) (Benn. and Rut.).	2018	([13])
			State Line (n. o.), Hoosac Junction, N. Y. (Fitch.)	6116	([14])
			Hoosac Junction, Troy, N. Y. (Fitch.)...	6067 [16](part)	([15])
St. Cloud and Willmar, Minn...	10	58.61	St. Cloud, Willmar, Minn. (St. P., Minn. and Man.).	28057	58.69
St. Joseph, Mo., and Caldwell, Kans.	7	295.55	St. Joseph, Mo., Herington, Kans. (C., R. I. and P.).	[17]33075 (part)	172.24
			Herington, Caldwell, Kans. (C. R. I. and P.).	23082	123.73
St. Joseph, Mo., and Colorado Springs, Colo.[19]	7	.....	St. Joseph, Mo., Horton, Kans. (C., R. I. and P.).	33075 (part)	([20])
Eastern Division[22].....	...	284.91	Horton, Kans., Fairbury, Nebr. (C., R. I. and P.).	[21]33076 (part)	116.26
Western Division[25].....	...	326.91	Fairbury, Nebr., Colorado Springs, Colo. (C., R. I. and P.).	34050	454.47
St. Joseph, Mo., and Grand Island, Nebr.	7	252.54	St. Joseph, Mo., Grand Island, Nebr. (St. Jo. and G. I.).	33007	252.89
St. Louis, Mo., and Cairo, Ill ..	6	153.60	St. Louis, Mo., Cairo, Ill. (Mob. and Ohio)..	23053	153.54
St. Louis, Mo., and Columbus, Ky.	7	195.65	St. Louis, Bismarck, Mo. (St. L., I. M. and S.).	28002	([28])
			Bismarck, Mo., Columbus, Ky. (St. L., I. M. and S.).	28034	121.34
St. Louis, Mo., and El Dorado, Ill.	6	124.50	St. Louis, Mo., El Dorado, Ill. (St. L., Alton and T. H.).	23030	121.65

[1] 1 clerk detailed as chief clerk, Boston, Mass.; 1 clerk detailed to superintendent's office as printer; 3 clerks detailed as transfer clerks (1 at Boston, Mass., 1 at Concord, N. H., and 1 at St. Albans, Vt.).

[2] Balance of route covered by Newport and Springfield R. P. O. (14 miles), and St. Albans and Ogdensburgh R. P. O. (Second Division) (24.27 miles),

[3] Reserve cars.

[4] 14 miles covered by Newport and Springfield R. P. O., and 120.50 miles covered by St. Albans and Boston R. P. O.

[5] Cars and clerks shown on route 2002.

[6] Covered by St. Albans and Boston R. P. O. (24.77 miles).

[7] Balance of route covered by St. Albans and Boston R. P. O. (95.73 miles, Newport and Springfield R. P. O. (14 miles), and St Albans and Ogdensburgh R. P. O. (Second Division) (24.27 miles).

[8] Covered by Essex Junction and Boston R. P. O. (75.20 miles).

[9] Reserve car.

[10] Balance of route covered by Essex Junction and Boston R. P. O. (52.77 miles).

[11] Covered by Rutland, Bennington and Troy R. P. O. (52.75 miles).

[12] Balance of route covered by closed-pouch service between North Bennington and Bennington, Vt. (5.07 miles).

[13] Covered by Rutland, Bennington and Troy R. P. O. (2.02 miles).

[14] Covered by Rutland, Bennington and Troy R. P. O. (5.04 miles).

te United States on June 30, 1889—Continued.

whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules). Train No. outward.	Av'gespeed (miles).	Train No. inward.	Av'gespeed (miles).	Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures). Length.	Width.	Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
ds.										*Ft. In.*	*Ft. In.*			
.401	July 1, 1889	53	26.77	53	25.81	6	165,609	132.70	1	42 0	9 4	4	2	[1]21
		67	25.81	285	27.28	6	165,609	.....	1	34 4	6 11	4	2	
.372	July 1, 1889	53	26.86	53	26.86	.....	.....	.....	1	50 0	9 5			
		67	26.02	285	24.49	.....	.....	.....	1	35 1	6 3			
.788	July 1, 1889	53	33.33	53	33.33	.....	.....	.....	[2]1	42 4	9			
		67	32.30	285	33.33	.....	.....	.....	[2]1	42 2	8			
018	July 1, 1889	53	33.10	53	33.10									
		67	31.78	285	31.78									
401	July 1, 1889	50	32.36	63	26.47	6	89,326	143.15	2	8 0	6 0	2	1	2
460	July 1, 1889	50	27.50	63	26.47	6	.....	.....	([5])	.....	.....	([5])		
401	July 1, 1889	63	29.72	15	33.02	6	115,246	123.12	1	22 0	7 9	3	1	3
									1	21 9	7 2			
329	July 1, 1889	63	24.45	15	24.45	.....	.....	.....	[2]1	23 0	7 9			
000	July 1, 1889	63	29.57	15	34.03									
315	July 1, 1889	63	36.99	15	27.75									
387	July 1, 1885	63	13.74	15	14.40									
000	July 1, 1885	63	28.67	15	26.20									
385	July 1, 1887	5	25.84	6	25.84	6	36,572	117.22	1	17 1	8 11	1	1	1
449	July 1, 1889	1	24.61	2	24.61	7	215,752	147.78	2	16 6	7 7½	4	1	4
									[12]1	16 6	7 7½			
885	July 1, 1888	1	23.95	2	26.48	7	.....	.....	[12]1	14 6	7 1			
449	July 1, 1889	1	26.23	2	27.68	7	.....	.....	6	16 6	7 7½			
		3	26.23	4	24.92	7	.....	.....	[21]2	16 6	7 7½			
880	July 1, 1888	13	27.35	14	27.35	7	[24]328,095	142.46	[21]2	14 6	7 1	8	1	12
		15	22.14	16	21.13	7								
926	July 1, 1889	13	29.32	14	28.40	7	142,806	163.45	.....	.....	.....	4	1	
		15	29.80	16	25.98	7								
351	July 1, 1886	3	24.05	4	24.44	7	184,354	126.27	1	23 3	7 7	4	1	[25]7
									1	20 0	9 5			
									[18]2	20 0	9 5			
									[18]1	23 3	7 7			
780	July 1, 1887	1	21.71	2	20.72	6	95,846	102.40	[27]3	21 9	8 8	3	1	3
1226	July 1, 1887	757	23.02	758	23.02	7	142,825	130.43	[27]3	18 8	9 3½	3	1	[28]4
1002	July 1, 1887	757	22.06	758	21.41	7								
1106	July 1, 1887	1	25.75	6	29.30	6	77,688	124.50	1	24 0	9 0	2	1	2
		29	12.05	30	12.55	.....	.....	.....	1	14 2	5 6			

vered by Boston and Troy R. P. O. (25.33 miles).
dance of route covered by Boston and Troy R. P. O. (22.92 miles).
3.65 miles of route 33075, between Herington and Platt, Kans., covered by Herington and Pratt, Kans., R. P. O., and 135.25 miles of same route, between Pratt and Liberal, Kans., covered by Pratt and Liberal, Kans., R. P. O.; St. Joseph, Mo., and Colorado Springs, Colo., R. P. O. also runs over route 33075, between St. Joseph, Mo., and Horton, Kans. (41.54 miles), and the Topeka and Belleville, Kans., R. P. O. over same route between Topeka and McFarland, Kans. (52.10 miles).
reserve.
ported last year at St. Joseph, Mo., and Nelon, Nebr., and Fairburgh, Nebr., and Norton, Kans., R. P. O's. Increased distance, 291.70 miles. This line is in two divisions, dividing on Phillipsburgh, Kans.

[20] 41.54 miles distance of route 33075 covered by St. Joseph, Mo., and Caldwell, Kans., R. P. O.
[21] Cars in reserve.
[22] St. Joseph, Mo., to Phillipsburgh, Kans.
[23] 51 miles distance of route 33076, between Fairbury and Nelson, Nebr., covered by Fairbury and Nelson, Nebr., R. P. O.
[24] Double daily service on Eastern Division.
[25] Phillipsburgh, Kans., to Colorado Springs, Colo.
[26] Two helpers; 1 clerk detailed to transfer service at St. Joseph, Mo.
[27] One car in reserve.
[28] 74.82 miles distance on route 28002 covered by St. Louis, Mo., and Texarkana, Ark., R. P. O.
[29] One helper between St. Louis and Bismarck, Mo. (74.82 miles), 5 days in each week.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
St. Louis, Mo., and Halstead, Kans.—Eastern Division.[1]	7	[2]282.12	St. Louis, Pierce City, Mo. (St. L. and S. F.).	[3]28003 (part)	[3]
Western Division	...	[4]248.02	Pierce City, Mo., Halstead, Kans. (St. L. and S. F.).	28020	[3]
St. Louis and Kansas City, Mo.[7]	7	283	St. Louis, Kansas City, Mo. (Mo. Pac.)	[8]28001 (part)	283
St. Louis, Louisiana, and Kansas City, Mo.	7	[11]323.39	East St. Louis, Ill., Kansas City, Mo. (C. and A.).	28022	331
St. Louis, Moberly, and Kansas City, Mo.[14]	7	276.80	St. Louis, Kansas City, Mo. (Wab. West.)	[12]28004	276.8
St. Louis, Mo., and Paducah, Ky.	6	168.85	St. Louis, Mo., Pinckneyville, Ill. (St. L., Alton and T. H.).	23030 (part)	[13]
			Pinckneyville, Murphysborough, Ill. (St. L., Alton and T. H.).	23065	22.33
			Murphysborough, Marion, Ill. (St. L., Alton and T. H.).	23045	27.21
			Marion, Ill., Paducah, Ky. (St. L., Alton and T. H.).	23097	57.01
St. Louis, Mo., and Texarkana, Ark.[19]	11	491.72	St. Louis, Bismarck, Mo. (St. L., I. M. and S.).	[20]28002	75.33
			Bismarck, Mo., Texarkana, Ark. (St. Louis, I. M. and S.).	28026	414.25
St. Louis and Union, Mo.	7	59.91	St. Louis, Union, Mo. (St. L., K. C. and C.).	28062	59.91
St. Paul, Minn., and Council Bluffs, Iowa.	10	368.67	St. Paul, Minn., Sioux City, Iowa (Chi., St. P., Minn. and Om.).	28025	269.79
			Sioux City, Missouri Valley, Iowa (S. C. and Pac.).	27029	[23]
			Missouri Valley, Union Pacific Transfer, Iowa (Chi. and No. West.).	23003 (part)	[27]
St. Paul, Minn., and Des Moines, Iowa.	10	310	St. Paul, Minn., Angus, Iowa (Minn. and St. Louis).	26021	275.30
			Angus, Des Moines, Iowa (Des. M. and Ft. Dodge).	27031 (part)	[28]

[1] This line is in two divisions, dividing on Monett, Mo. Double daily postal-car service between St. Louis and Monett, Mo., and double daily apartment service between Monett, Mo., and Halstead, Kans.

[2] St. Louis to Monett, Mo.

[3] 72.80 miles of route 28003, between Pierce City, Mo., and Vinita, Ind. T., covered by Monett, Mo., and Vinita, Ind. T., R. P. O.

[4] One clerk detailed as chief clerk in superintendent's office. One helper between Monett, Mo., and Oswego, Kans. (77.80 miles), five days in each week on trains 3 and 4.

[5] In reserve.

[6] Monett, Mo., to Halstead, Kans.

[7] Service three times daily outward and twice daily inward. Clerks and cars on train 7 return from Kansas City to St. Louis, Mo., on train 4.

[8] 47.17 miles of route 28001, between Kansas City, Mo., and Atchison, Kans., covered by Omaha, Nebr., and Kansas City, Mo., R. P. O. Sedalia and Kansas City, Mo., R. P. O. runs over 10.38 miles of route 28001, between Independence and Kansas City, Mo., and Kansas City and Joplin, Mo., R. P. O. over 34.63 miles of same route, between Kansas City and Pleasant Hill, Mo.

[9] Eight helpers on train 7—4 out of St. Louis, Mo., daily, 1 through to Kansas City, Mo., and 3 to Pleasant Hill, Mo. Two helpers on trains 1 and 2 between St. Louis and Kansas City, Mo. Three helpers on trains 3 and 4—1 between St. Louis and Kansas City, Mo., daily, and 2 between St. Louis and Jefferson City, Mo., daily. Nine clerks detailed to office of superintendent; 1 clerk detailed as chief clerk at Fort Scott, Kans.; 1 clerk detailed as chief clerk at Union Depot, St. Louis, Mo.; 4 clerks detailed to transfer service, Union Depot, St. Louis, Mo.; 2 clerks detailed to transfer service, Atchison, Kans.; 1 clerk detailed to transfer service, Kansas City, Mo.; 1 clerk detailed to chief clerk's office, Kansas City, Mo. One acting clerk additional on this line.

[10] Storage cars running on train 7.

[11] Clerks register at Union Depot, St. Louis, Mo.

[12] Trains 41 and 42 between St. Louis, Mo., and Roadhouse, Ill., and 47 and 48 between Roadhouse, Ill., and Kansas City, Mo.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'gespeed (miles).	Train No. inward.	Av'gespeed (miles).					Length.	Width.			
Lbs.										*Ft. In.*	*Ft. In.*			
7,334	July 1, 1887	1	23.91	2	25.32	7	205,948	144.06	4	50 0	9 0	4	2	[4]26
		3	24.59	4	24.95	7	205,948	141.06	[5]1	50 0	9 0	4	2	
1,804	July 1, 1887	1	23.90	2	25.13	7	181,055	124.01	2	22 4	7 4	4	1	
		3	23.90	4	24.29	7	181,055	124.01	1	21 4	7 4	4	1	
										20 6	7 4			
									[6]1	20 6	7 4			
									[5]1	21 11	7 4			
47,461	July 1, 1887	7	35.38	....	....	7	103,295	141.50	4	60 0	9 3	4	5	[9]33
		1	29.28	2	31.43	7	206,590	141.50	2	59 11	9 3	4	4	
		3	25.73	4	27.61	7	206,590	141.50	2	59 11	9 3	4	4	
									[10]2	40 0	9 3			
									[5]1	60 0	9 3			
									[5]2	59 11	9 3			
2,362	July 1, 1887	[12]41 & 48	25.54	[12]42 & 47	28.14	7	230,075	161.70	2	40 0	9 1	4	2	[13]6
									[6]1	44 5	9 1			
9,316	July 1, 1887	11	24.60	12	24.78	7	202,064	138.40	2	55 0	9 3	4	2	[10]26
		[17]7&5	25.75	[17]8&4	24.78	7	202,064	138.40	2	55 0	9 3	4	2	
									[6]1	55 0	9 3			
2,106	July 1, 1887	1	23.51	6	26.57	6	105,362	112.57	1	18 6	9 3	3	1	2
193	July 1, 1887	19	20.89	20	24.13	.....	.....	.....	1	11 4	7 3			
291	July 1, 1887	19	16	20	20									
52	July 1, 1888	19	18.23	20	12.80									
18,426	July 1, 1887	751	25.10	752	27.38	7	505,160	138.40	4	49 4	9 4	5	3	[21]54
		753	21.51	754	25.10	7	212,751	116.58	5	55 0	9 3	5	4	
14,457	July 1, 1887	[22]751	22.69	752	21.24	.....	.....	.....	.....	.....	.....	5	2	
		[22]753	21.61	754	22.18									
140	Jan. 24, 1888	15	14.98	16	15	6	37,384	119.82	1	12 7	7 3	1	1	1
7,158	July 1, 1887	1	24.21	2	25.08	7	269,129	147.46	[22]2	49 6	8 9	5	3	[24]20
									1	50 0	9 0			
		3	23.20	4	24.47	6	168,748	135.21	1	24 7	9 3	[25]	1	
									[22]2	24 0	9 2½			
7,209	July 1, 1887	8	27.52	7	28.38									
12,894	July 1, 1887	9	28.53	12	28.53									
1,963	July 1, 1887	2	24.09	1	23.40	6	193,440	155	2	15 0	9 3	4	1	[26]8
									[5]1	15 0	9 4			
		6	28.23	5	26.66	7	88,366	121.05	1	25 0	9 4	[27]2	1	
									[6]1	19 9	9 4			
1,161	July 1, 1887	12	22.80	11	26.82									

[12] Two helpers between St. Louis and Bowling Green, Mo. (119.40 miles).

[13] Double daily service.

[15] Council Bluffs, Iowa, and Moberly, Mo., R. P. O. runs over 38.90 miles of route 28004, between Moberly and Brunswick, Mo.

[16] Two clerks detailed to office of superintendent; 1 clerk detailed to transfer service, Kansas City, Mo.; 1 helper upon trains 11 and 12 between St. Louis and Mexico, Mo. (110 miles), five days each week; 6 helpers upon trains 7 and 8 between St. Louis and Moberly, Mo. (148 miles), three out of St. Louis, Mo., each day.

[17] Trains 7 and 8 between St. Louis and Moberly, Mo., and 5 and 4 between Moberly and Kansas City, Mo.

[18] Distance (64.71 miles) covered by St. Louis, Mo., and ElDorado, Ill., R. P. O.

[19] Double daily service line divides at Little Rock, Ark., St. Louis, Mo., and Little Rock, Ark. (346 miles), and Little Rock and Texarkana, Ark. (145.72 miles).

[20] St. Louis, Mo., and Columbus, Ky., R. P. O. also runs over route 28002.

[21] Double service between Little Rock and Texarkana, Ark., performed by five crews. One clerk detailed as chief clerk, Little Rock, Ark. One clerk detailed as chief clerk, Fort Worth, Tex. One clerk detailed as chief clerk, Houston, Tex. Three clerks detailed office superintendent.

[22] Two helpers between St. Louis, Mo., and Hoxie, Ark. (226 miles), and dead-head back on train No. 752.

[23] One in reserve at St. Paul, Minn.

[24] One clerk detailed as assistant chief clerk at St. Paul, Minn.

[25] Short run, St. Paul, Minn., and Sioux City, Iowa (270.43 miles).

[26] Distance (76.27 miles) covered by Sioux City and Missouri Valley, Iowa, R. P. O.

[27] Distance (22.08 miles) covered by Cedar Rapids and Council Bluffs, Iowa, R. P. O.

[28] One helper between Des Moines and Humboldt, Iowa, and 1 between Chaska and Albert Lea, Minn.

[29] Short run, St. Paul to Albert Lea, Minn. (121.05 miles).

[30] Distance (38 miles) covered by Ruthven and Des Moines, Iowa, R. P. O.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
St. Paul, Minn., and Elroy, Wis.	10	197.08	St. Paul, Minn., Elroy, Wis. (Chi., St. P., Minn. and Om.).	25030	196 69
St. Paul, Minn., and McGregor, Iowa.	10	212.70	St. Paul, Minn., McGregor, Iowa (Chi., Mil. and St. P.).	26009	212.21
St. Paul, Minn., and Mandan, Dak.	10	477	St. Paul, Minn., Mandan, Dak. (Nor. Pac.).	[9]26001 (part)	476
St. Paul, Minneapolis, and Mitchell, Dak.	10	426.99	St. Paul, Minneapolis, Minn. (Chi., Mil. and St. P.).	26013 (part)	(7)
			Minneapolis, Cologne, Minn. (Chi., Mil. and St. P.).	26037	33.16
			Cologne, Minn., Aberdeen, Dak. (Chi., Mil. and St. P.).	[9]26010 (part)	256.34
			Aberdeen, Ashton, Dak. (Chi., Mil. and St. P.).	[10]35012 (part)	32.69
			Ashton, Mitchell, Dak. (Chi., Mil. and St. P.).	35017	96.10
St. Paul, Ortonville, Minn., and Fargo, Dak.	10	307.32	St. Paul, Minneapolis, Minn. (Chi., Mil. and St. P.).	26013 (part)	(12)
			Minneapolis, Cologne, Minn. (Chi., Mil. and St. P.).	26037 (part)	(14)
			Cologne, Ortonville, Minn. (Chi., Mil. and St P.).	26010 (part)	(15)
			Ortonville, Minn., Fargo, Dak. (Chi., Mil. and St. P.).	35019	119.52
St. Paul, Minn., and Watertown, Dak.	10	236.23	St. Paul, Minneapolis, Minn. (Minn. and St. Louis).	26021 (part)	(17)
			Minneapolis, Birch Cooley, Minn. (Minn. and St. Louis).	26038	100.99
			Birch Cooley, Minn., Watertown, Dak. (Minn. and St. Louis).	26053	123.39
St. Vincent and Crookston, Minn.[18]	10	90.03	St. Vincent, Crookston, Minn. (St. P., Minn. and Man.).	[19]26004 (part)	89.88
Salamanca, N.Y., and Oil City, Pa.	2	97.69	Salamanca, N.Y., Warren, Pa. (W.N.Y. and Pa.).	8164	42.19
			Warren, Irvine, Pa. (W.N.Y. and Pa.).....	8022 (part)	(20)
			Irvine City, Oil City, Pa. (W.N.Y. and Pa.).	8025 (part	[21]49.53
Salamanca, N.Y., and Youngstown, Ohio.	2	158 58	Salamanca, N.Y., Pymatuning, Pa. (N.Y., Pa. and O.).	21034 (part)	[22]134.54
			Pymatuning, Pa., Youngstown, Ohio (N.Y., Pa. and O.).	21005 (part)	[22]22.50
Salina and McPherson, Kans..	7	36.78	Salina, McPherson, Kans. (S. and S. W.)..	33028	36.78
Salina and Oakley, Kans.[23]....	7	225.18	Salina, Zurich, Kans. (S. L. and W.).....	33057	111.42
			Zurich, Colby, Kans. (L. and C.).....	32098	93.51
			Colby, Oakley, Kans. (O. and C.).....	33085	22.12
Salisbury, N.C., and Knoxville, Tenn.	3	270.73	Salisbury, N.C., Kinzel (n. o.), Tenn. (Rich. and Dan.).	13006	185.48
			Kinzel (n. o.), Morristown, Tenn. (East Tenn., Va. and Ga.).	19009	43.50
			Morristown, Knoxville, Tenn. (East Tenn., Va. and Ga.).	19002	(24)

[1] One helper between Elroy and Augusta, Wis.
[2] Two helpers, McGregor, Iowa, to Adams, Minn., and on Mondays through.
[3] Balance of route (804.02 miles) covered by Mandan, Dak., and Spokane Falls, Wash., R.P.O.
[4] One clerk detailed as chief clerk at St. Paul, Minn.; 4 clerks detailed to clerical duty in office of superintendent, at St. Paul, Minn.; 2 clerks detailed to transfer duty at St. Paul, Minn., and 1 clerk detailed as chief clerk at Helena, Mont.
[5] In reserve.
[6] In reserve at St. Paul, Minn.
[7] Distance (10 miles) covered by Chicago, Ill., and Minneapolis, Minn., R. P. O.
East Division, St. Paul, Minn., to Aberdeen, Dak.
[9] Balance of route covered by Hastings and Cologne, Minn., R. P. O. (56.51 miles); Aberdeen and Orient, Dak., R. P. O. (41.60 miles), and by Roscoe and Bondle, Dak., closed-pouch service (15.29 miles). (See Table C[a].)
[10] Balance of route (64.12 miles) covered by Edgely and Aberdeen, Dak., closed-pouch service. (See Table C[a].)
[11] West Division, Aberdeen to Mitchell, Dak.
[12] Distance (10 miles) covered by Chicago, Ill., and Minneapolis, Minn., R. P. O.
[13] One acting clerk additional.
[14] Distance (33.16 miles) covered by St. Paul, Minn., and Mitchell, Dak., R. P. O.
[15] Distance (146.50 miles) covered by St. Paul, Minn., and Mitchell, Dak., R. P. O.

ited States on June 30, 1889—Continued.

Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	Train No. outward.	Av'gespeed (miles).	Train No. inward.	Av'gespeed (miles).					Length.	Width.			
									Ft. In.	*Ft. In.*			
July 1, 1887	2	25.93	3	26.65	7	143,868	98.54	1	27 8	9 12	4	1	[15]
								1	24 2	8 9½			
July 1, 1887	2	22.20	3	21.12	6	132,724	106.35	1	23 6½	9 3½	4	1	[20]
								1	24 0	9 3			
July 1, 1887	1	24.41	2	27.20	7	348,210	159.00	4	50 6	9 3	6	3	[430]
	5	25.12	4	24.38	6	172,910	138.55	[23]	24 6	9 1	4	1	
								[21]	23 7	8 10			
July 1, 1889	3	20	2	20	7	216,158	150.13	1	26 1	9 4	[24]	1	6
July 1, 1887	3	26.07	2	26.07	.....	.....	.....	1	26 2	9 3			
July 1, 1887	3	26.14	2	25.26									
July 1, 1888	3	29.19	2	27.16	6	79,229	126.68	1	20 1	9 1	[11]2	1	
July 1, 1886	3	27.67	2	26.33									
July 1, 1889	1	20	4	20	6	191,767	126.44	1	25 0	9 3	3	1	[12]4
July 1, 1887	1	24.45	4	28.04	.....	.....	.....	1	16 8	7 6			
July 1, 1887	1	26.07	4	27.04	.....	.....	.....	[21]	16 6	6 6			
July 1, 1886	101	16.30	104	15.75	6	.....	119.52	1	15 9	7 6	[16]2	1	
								1	15 8	7 2			
July 1, 1887	14	15.99	13	15.99	6	147,407	118.11	2	20 0	9 0	4	1	4
July 1, 1887	14	23.16	13	20.76									
July 1, 1887	14	26.33	13	27.82									
July 1, 1889	24	14.98	23	14.98	6	56,178	180.06	1	16 0	9 3	1	1	1
July 1, 1889	31	24.35	28	23.01	6	60,950	97.69	4	14 0	8 6	2	1	2
								[21]	14 0	8 6			
June 8, 1887	31	24	28	17.70	6	.....	.....	([21])	.....	.....	([27])		
								[21]	16 0	8 6			
July 1, 1889	31	28.17	28	25.80	6	.....	.....	([21])	.....	.....	([21])		
July 1, 1888	3	27	12	28.42	6	98,954	211.44	[28]3	25 3	9 10	3	2	6
July 1, 1889	3	28.70	12	24.91	6	.....	.....	([26])	.....	.....	([26])		
July 1, 1886	271	18.39	272	18.39	7	26,849	73.56	1	13 5½	6 2	1	[7]1	1
July 1, 1889	275	23.93	276	23.93	6	[29]8,400	.....	1	11 8	7 2	4	1	4
	277	13.37	278	13.11	6	91,302	164.42	1	11 9	7 0			
July 1, 1889	277	17.53	278	17.81	6	.....	.....	1	11 8	6 9			
Dec. 28, 1887	277	20.11	278	16.59	6								
July 1, 1888	52	29.63	23	24.90	7	199,823	136.86	1	20 1	8 6	4	1	[30]5
								1	19 11	8 11			
July 1, 1888	43	27.10	44	27.10	.....	.....	.....	1	20 2	8 5			
July 1, 1888	43	27.22	44	27.22									

ivision, Ortonville, Minn., to Fargo, Dak.
e (10.70 miles) covered by St. Paul, Minn., Des Moines, Iowa, R. P. O.
ed last year as part of Boundary Line (n. d St. Paul, Minn., R. P O.; changed to incent and Crookston R. P. O., Nov. 9,

s of route covered by Barnesville, Minn., Minot, Dak., R. P. O. (80.49 miles), and by dary Line (n. o.), Dak., and St. Paul, ., R. P. O. (144.48 miles).
es covered by Williamsport and Erie R.

d clerks shown on route 8164.
iles covered by Buffalo and Pittsburgh O.
of route (29.70 miles) covered by closed-

pouch service (see Table C[a]), and 224.58 miles covered by lines in Fifth Division.

[24] One car in reserve.

[25] Balance of route (66.75 miles) covered by lines in Fifth Division.

[26] Cars and clerks shown on route 21034.

[27] Reported last year as Salina and Luray, Kans., R. P. O. Increased distance 158.11 miles.

[28] Trains 275 and 276 between Salina and Plainville, Kans. (103 70 miles), making double service between Salina and Plainville, Kans., from May 1, 1889.

[29] One helper between Salisbury and Hickory (58 miles), daily, except Monday.

[30] 41.80 miles covered by the Bristol and Chattanooga R. P. O.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Salt Lake and Juab, Utah....	8	105.33	Salt Lake, Juab, Utah (Utah Central).....	41001 (part)	105 [1]
San Antonio and Kerrville, Tex.	11	71.75	San Antonio, Kerrville, Tex. (S. A. and A. P.).	31058	71.75
San Bernardino and Oceanside, Cal.	8	83.80	San Bernardino, Oceanside, Cal. (California Southern R. R.).	46037 (part)	82.69 [2]
San Bernardino and Orange, Cal.	8	47.19	San Bernardino, East Riverside, Cal. (California Southern R. R.).	46037 (part)	..... [3]
			East Riverside, Riverside, Cal. (California Southern).	46033	3.79
			Riverside, Orange, Cal. (California Central).	46055 (part)	34.40 [3]
Sandusky and Columbus, Ohio[4].	5	176.67	Sandusky, Springfield, Ohio (Cin., Sand. and Cleve.).	21012	130.20
			Springfield, Columbus, Ohio (Cin., Sand. and Cleve.).	21033	46.03
Sandusky, Ohio, and Peoria, Ill.[5]	5	418.36	Sandusky, Ohio, Peoria, Ill. (Lake Erie and West.).	21020	418.71
Sandusky, Ohio, and Wheeling, W. Va.	5	225.85	Sandusky, Newark, Ohio (Balto. and Ohio).	21010	116.86
			Newark, Bellaire, Ohio (Centl. Ohio).....	[11]21001 (part)	[12]
			Bellaire, Ohio, Benwood Junction, W. Va. (Balto. and Ohio).	10003	[13]
			Benwood Junction, Wheeling, W. Va. (Balto. and Ohio).	12015	[14]
Sanford and St. Petersburg, Fla.	4	153.28	Sanford, Monroe, Fla. (J., T. and K. W. Ry.).	16018	[15]
			Monroe, St. Petersburg, Fla. (Orange Belt R. R.	16029	149.28 [15]
San Francisco and Los Angeles, Cal.	8	482.71	San Francisco, Port Costa, Cal. (Central Pacific).	46001 (part)	.....
			Port Costa, Lathrop, Cal. (Southern Pacific).	46032	62.23
			Lathrop, Goshen, Cal. (Southern Pacific)..	46010	146.36
			Goshen, Los Angeles, Cal. (Southern Pacific).	46014 (part)	244.33 [17]
San Francisco and Santa Cruz, Cal.	8	83.35	San Francisco, Santa Cruz, Cal. (South Pacific Coast Rwy.).	46031	83.10
San Francisco and Santa Margarita, Cal.[20]	8	236.01	San Francisco, Soledad, Cal. (Southern Pacific).	46002	142.98
			Soledad, Santa Margarita, Cal. (Southern Pacific).	46050	92.78
Sault de Ste. Marie and Gladstone, Mich.[22]	10	153.14	Sault de Ste. Marie, Gladstone, Mich. (Minn., St. P. and S. Ste. M.).	[23]25059 (part)	153.07
Scottsville, Ky., and Gallatin, Tenn.	5	36.00	Scottsville, Ky., Gallatin, Tenn. (Ches. and Nash.).	19026	35.87
Scranton and Northumberland, Pa.	2	80.48	Scranton, Northumberland, Pa. (D., L. and W.).	8017	80.48
Scribner and Oakdale, Nebr....	6	115.73	Scribner, Oakdale, Nebr. (Fre., Elk. and Mo. Vall.).	34041	115.73

[1] 139.15 miles of route 41001, Juab to Frisco, closed-pouch service (see Table C[c]); balance of route (37.50 miles) covered by Ogden and Salt Lake R. P. O.

[2] 81.10 miles of route 46037 covered by Albuquerque, N. Mex., and Los Angeles, Cal., R. P. O. Balance of route (48.90 miles) shown on Los Angeles and National City R. P. O.

[3] New service, April 29, 1889, additional to San Bernardino and Oceanside, from San Bernardino to East Riverside; part of route 46037 shown on San Bernardino and Oceanside (61.50 miles); balance of route 46055 covered by Los Angeles and National City R. P. O.

[4] This was formerly the Sandusky and Springfield R. P. O. On January 11, 1889, run of clerks was extended to Columbus, Ohio, increasing distance 45 miles, this extension taking up and discontinuing that portion of the Columbus and Indianapolis R. P. O. between Springfield and Columbus, Ohio.

[5] One car in reserve.

[6] This line is in two divisions, dividing at La Fayette, Ind. It was formerly the Sandusky and Bloomington R. P. O. On July 16, 1888, run of clerks was extended to Peoria, Ill., increasing distance 41.08 miles.

[7] Four clerks and one helper on East Division, helper running between Sandusky and Celina, Ohio (120.07 miles); two clerks on West Division.

[8] Two cars in reserve.

ed States on June 30, 1889—Continued.

te of last adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post office cars in black figure)s,				Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	Train No. outward.	Av'ge speed (miles).	Train No. inward.	Av'ge speed (miles).					Length.		Width.				
									Ft.	In.	Ft.	In.			
ly 1, 1884	3	23.66	4	23.12	7	76,891	105.33	2	20	2	8	5	2	1	2
t. 8, 1887	6	15.10	5	13.64	6	44,772	143.50	1	10	0	7	6	1	1	1
ly 1, 1888	5	15.17	6	12.92	6	52,291	83.80	2	11	0	8	0	2	1	2
ly 1, 1888	7	18.30	8	18.30	6	29,447	94.38	1	14	4	9	4	1	1	1
n. 25, 1887	7	22.74	8	22.74											
ly 1, 1889	7	26.46	8	28.66											
ly 1, 1888	3	29.40	4	26.94	6	95,027	88.33	[8]3	15	0	9	0	4	1	4
ly 1, 1888	3	27.60	4	27.60	6										
ly 1, 1889	1	23.82	4	25.08	6	260,135	139.46	[8]3	18	3	9	2	6	1	[17]7
								4	17	2	9	2			
ly 1, 1888	4	25.50	3	24	7	164,871	[20]8.93	[8]5	20	0	9	0	4	2	[18]8
ly 1, 1888	4	26.40	3	26.40	7										
ly 1, 1885	4	8.34	3	11.94	7										
ly 1, 1885	4	7.96	3	6.90	7										
ır. 16, 1886	1	12	2	12	6	95,646	102.18	2	13	5	7	6	3	1	3
ly 1, 1889	1	11.5	2	11.5	6										
ly 1, 1885	17	23.48	18	25.73	14	704,757	148.52	4	40	0	9	5½	13	1	15
	19	22.97	20	23.83											
ly 1, 1886	17	29.21	18	28.28											
	19	28.28	20	27.65											
ly 1, 1886	17	22.69	18	22.86											
	19	27.35	20	23.68											
ly 1, 1886	17	18.78	18	20.13	([19])	.....	.....	([19])‖							
	19	18.58	20	20.12											
ly 1, 1886	7	24.08	8	20.77	8	52,010	166.70	1	11	0	7	6	1	1	1
ly 1, 1886	7	27.39	22	27.65	7	172,287	118	[21]3	17	0	9	9	4	1	4
ır. 7, 1887	65	28.69	66	28.54											
ıg. 7, 1888	3	25.23	4	25.23	6	95,569	153.14	[24]4	22	0	9	3	2	1	2
ly 1, 1888	2	11.40	1	10.80	6	22,464	72	1	10	0	6	6	1	1	1
ly 1, 1889	3	25.14	8	24.14	6	[25]50,220	107.30	1	20	6	9	4	2	1	3
	7	25.41	2	24.14	6	50,220	.....	1	16	2	8	3	1	1	
								[26]1	20	6	9	4			
ly 1, 1888	71	25.55	72	26.04	6	72,215	115.73	[8]2	14	0	9	3	2	1	2

an through between Cumberland, Md., dusky, Ohio.
ers running over whole line.
f route, Newark to Columbus, Ohio, by closed pouches. (See Table C°.)
y Grafton and Chicago R. P. O. (103.82
shown on Grafton and Chicago R. P. O. les).
y lines of Third Division (4 miles).
vered by Jacksonville and Tampa R.
ne acting clerk additional included.
ily service; clerks leaving on train 17 on train 20; clerks departing on train e on train 18; 2 helpers, San Francisco rop (32 1) miles, route 46001, shown on Utah, and San Francisco, Cal., R. P. O. f route 46014 (247.43 miles), covered by Tex. and Los Angeles, Cal., R. P. O.

[17] Cars for trains 19 and 20 shown on El Paso, Tex., and Los Angeles, Cal., R. P. O.
[19] Single daily line of 40-foot cars authorized.
[20] Extended from Templeton, Cal., March 16, 1889. Reported last year as San Francisco and Templeton R. P. O.
[21] One reserve car.
[22] Reported last year as part of Sault de Ste. Marie, Mich., and Bruce, Wis., closed-pouch service. R. P. O. service established Aug. 9, 1888.
[25] Balance of route covered by Rhinelander, Wis., and Minneapolis, Minn., R. P. O. (17.32 miles), and by Gladstone, Mich., and Rhinelander, Wis., closed-pouch service (125.89 miles). (See Table C°)
[24] Two in reserve.
[26] Double service daily, except Sunday.
[8] In reserve.

TABLE A[a].—*Statement of railway post-offices in operati* ion

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which Railroad is paid.
		Miles.			
Seaford, Del., and Cambridge, Md.	2	33.64	Seaford, Del., Cambridge, Md. (P., W. and B.).	10008	33 64
Seattle and Tacoma, Wash[1]....	8	42.12	Seattle, Stuck, Wash. (Puget Sound Shore R. R.)	43012	23 87
			Stuck, Puyallup Junction (n. o.), Wash. (N. P. and Puget Sound Shore).	43013	7 68
			Puyallup, Tacoma, Wash. (Northern Pacific R. R.).	43065 (part)	(1
Sedalia, Mo., and Denison, Tex.[2]	7	433.13	Sedalia, Mo., Denison, Tex. (M., K. and T.)	28011	433 13
Sedalia and Kansas City, Mo.[6]	7	99.85	Sedalia, Independence, Mo., (Mo. Pac.) ..	[6]28033	89 22
			Independence, Kansas City, Mo. (Mo. Pac.).	28001 (part)	(7
Sedalia and Warsaw, Mo	7	43.16	Sedalia, Warsaw, Mo. (Mo. Pac.).....	28042	43 16
Selma, Jackson, and Mobile, Ala.	4	163.22	Selma, Mobile, Ala. (Mob. and Birm. Ry.).	17034	163 22
Selma and Meridian, Miss.....	4	110.76	Selma, Ala., Meridian, Miss. (E. T., Va. and Ga. R. R.).	17009	110 76
Selma and Pine Apple, Ala....	4	46.40	Selma, Pine Apple, Ala. (L. and N. R. R.).	17017	46 40
Shabbona and Sterling, Ill.....	6	47.97	Shabbona, Sterling, Ill. (Chi., Bur. and Qcy.).	23014	47 97
Sheyboygan and Princeton, Wis.	10	79.22	Sheboygan, Princeton, Wis. (Chi. and No. West.).	25019	79 22
Sheffield and Jasper, Ala.....	4	87.70	Sheffield, Jasper Ala. (Shef., Birm. C. and I. and Rwy. Co.).	17011	87 70
Shreveport, La., and Houston, Tex.	11	234.42	Shreveport, Logansport, La. (S. and H.)..	30016	43 72
			Logansport, La., Houston, Tex. (H., E. and W. T.).	31023	192 70
Sidell and Olney, Ill.....	6	86.31	Sidell, Olney, Ill. (Chi. and Ohio River) ...	23006	86 31
Sioux City and Missouri Valley, Iowa.	6	76.10	Sioux City Missouri Valley, Iowa (S. City and Pac.).	27029	76 27
Sioux City, Iowa, and Norfolk, Nebr.	6	76.09	Sioux City, Iowa, Emerson, Nebr. (Chi., St. P., Minn. and Om.).	34003 (part)	(
			Emerson, Norfolk, Nebr. (Chi., St. P., Minn. and Om.).	34021	47 09
Sioux City, Iowa, and Omaha, Nebr.	6	123.96	Sioux City, Iowa, Omaha, Nebr, (Chi., St. P., Minn. and Om.).	34003	124 30
Skowhegan and Portland, Me ..	1	103	Skowhegan, Portland, Me. (Me. Cen.)	5	102 93
Slatington and Reading, Pa....	2	43.63	Slatington, Reading Pa. (P. and R.).	8069	44 13
Smithville and Blakely, Ga	4	73.54	Smithville, Albany, Ga. (S. W. R. R.).....	15039	(1
			Albany, Blakely, Ga. (S. W. R. R.).....	15040	50
Smithville, Ga., and Montgomery, Ala.	4	141	Smithville, Ga., Eufaula, Ala. (S. W. R. R.).	15016	[12]61
			Eufaula, Montgomery, Ala. (M. and E. R. R.).	1003 (part	90 57
Sodus Point and Stanley, N. Y.	2	34.03	Sodus Point, Stanley, N. Y. (No. Central) .	6090	33
Solomon City and Beloit, Kans.[13]	7	57.86	Solomon City, Beloit, Kans. (U. P.)	33025	57 86
South Amboy, N. J., and Philadelphia, Pa.	2	62.92	South Amboy, Jamesburgh, N. J. (Penn.) .	7047	14 33
			Jamesburgh, Camden, N. J. (Penn.).....	7005 (part)	[15]47 58
South Bend and Terre Haute, Ind.	5	184	South Bend, Terre Haute, Ind. (Terre Haute and Ind.)	22013	185 56
South Londonderry and Brattleborough, Vt.	1	36.47	South Londonderry, Brattleborough, Vt. (Cen. Vt.).	2016	36 40

[1] New service December 4, 1888. Double daily service between Puyallup Junction (n. o.) and Tacoma. Additional to Spokane Falls, Wash., and Portland, Oregon, R. P. O.; 8.60 miles, route 43005, from Melrose to Carbonado, closed-pouch service. (See Table C[a].)

[2] *Double* daily service.

[3] *Three helpers* on trains 3 and 4 between Sedalia, Mo., and Oswego, Kans. (173.40 miles); two clerks detailed to transfer service, Sedalia, Mo.; one clerk detailed to chief clerk's office, Fort Scott, Kans.

[4] In reserve.

[6] Daily service between Sedalia and Kansas City, Mo. (trains 196 and 194), and daily, except Sunday, additional between Sedalia and Lexington, Mo. (56 50 miles), trains 195 and 196.

[6] Versailles and Lexington, Mo., R. P. O., runs

d States on June 30, 1889—Continued.

of last adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	Train No. outward.	Av'gespeed (miles).	Train No. inward.	Av'gespeed (miles).					Length.	Width.			
									Ft. In.	*Ft. In.*			
r 1, 1889	501	18.35	512	16.82	6	20,991	77.28	1	10 0	6 0	1	1	1
r 1, 1889	21	23.87	22	22.74	14	61,495	84.24	2	24 6	9 1	2	1	2
	23	22.74	24	21.70									
.25, 1886	21	1P	22	18									
	23	12.80	24	18									
r 5, 1888	21	18	22	20.56									
	23	18	24	20.56									
r 1, 1887	1	22.21	2	23.30	7	316,185	144.38	3	50 7	9 0	6	2	[15]36
	3	22.80	4	21.84	7	316,185	144.38	3	50 6	9 0	6	3	
								[4]1	50 7	9 0			
r 1, 1887	193	20.59	194	20.59	7	72,526	99.35	1	19 3	9 2	2	1	2
	195	11.44	196	11.64	6	35,256	113	1	19 9	7 3	1	1	
r 1, 1887	193	20.76	194	15.57	7								
r 1, 1887	199	12.33	200	12.33	6	26,932	86.32	1	10 8	5 8	1	1	1
r 1, 1889	1	23.6	2	25.3	7	119,150	163.22	1	19 7	9 0	2	1	2
r 1, 1888	63	22	64	22	7	80,854	110.76	1	14 9	8 9	2	1	2
r 1, 1888	49	14.1	50	14.8	6	28,953	92.80	1	7 9	6 4	1	1	1
.....	79	23.95	78	27.37	6	20,933	95.94	1	11 11	6 7½	1	1	1
r 1, 1885	201	19.60	202	20.01	6	49,433	79.22	1	13 6	7 3	2	1	2
r 1, 1889	1	24.2	2	23.2	6	54,724	175.40	1	14 9	8 9	1	1	1
r 1, 1886	2	18.46	1	19.51	7	171,126	117.21	1	14 0	7 0	4	1	4
								1	13 0	7 6			
r 1, 1886	2	16.22	1	16.76	.....	.....	.....	1	13 6	7 4			
r 1, 1887	1	10	2	10	6	53,857	86.31	2	8 0	7 0	2	1	2
r 1, 1887	2	28.50	1	29.42	7	55,553	76.10	[2]2	20 0	9 3	2	1	2
r 1, 1883	11	21.75	12	19.33	6	47,480	152.18	1	20 11	9 4	1	1	1
.....	11	23.50	12	24.52									
r 1, 1887	1	24.80	2	24.80	6	77,351	123.96	1	22 2	9 4	2	1	2
								1	22 1½	9 4			
r 1, 1889	12	25.52	13	25.52	6	64,272	110.92	1	44 0	8 10	2	1	2
								1	42 0	8 9			
								[10]1	41 0				
r 1, 1889	2	26.65	3	26.81	6	27,225	87.26	1	8 0	6 8	1	1	1
r 1, 1888	43	30	44	30	6	45,890	147.08	1	22 10	9 2	1	1	1
r 1, 1888	43	11.9	44	12.5	6								
r 1, 1888	5	30	6	30	7	102,930	141	2	26 4	9 0	2	2	4
r 1, 1888	5	26.6	6	24.6	7								
r 1, 1889	106	25.51	103	17	6	21,235	68.06	1	11 0	8 0	1	1	1
.....	261	28.93	262	33.06	7	42,238	115.72	1	18 0	8 11	1	1	1
r 1, 1885	315	28.20	318	28	6	[11]39,262	125.84	1	15 0	9 0	1	1	2
	339	24.78	306	28.20	6	39,262	.....	1	15 0	9 0	1	1	
r 1, 1889	315	26.92	318	27	6								
	339	25.48	306	21.15	6	.....	.....	[16]	.....	.....	[16]		
r 1, 1888	53	24.84	52	25.38	6	114,816	122.67	[17]4	15 9	9 2	3	1	3
r 1, 1889	1	12.34	2	12.34	6	22,757	72.94	1	8 5	5 6	1	1	1
								[10]1	10 2	5 8			

[1] miles of route 28032 between Myrick (n. o.) and Lexington, Mo.
[2] distance route 28001 covered by St. Id Kansas City, Mo., R. P. O.
[3] reserve.
[4] 9 miles) covered by Sioux City, Iowa, ha, Nebr., R. P. O.
[5] r.
[6] reported as *Atlanta and Waycross*
[12] 83 miles of route reported as Albany and Thomaston R. P. O.
[13] Reported last year as Beloit and Solomon City, Kans., R. P. O.
[14] Double service daily, except Sunday.
[15] 6.10 miles covered by Monmouth Junction and Manasquan R. P. O.
[16] Cars and clerks shown on route 7047.
[17] Two cars in reserve.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Sparta and Tullahoma, Tenn...	5	61.05	Sparta, Tullahoma, Tenn. (Nash., Chatt. and St. L.).	[1]19013 (part)	61.11
Sparta and Viroqua, Wis.....	10	35.65	Sparta, Viroqua, Wis. (Chi., Mil. and St. P.)	25034	35.76
Spartanburgh, S. C., and Augusta, Ga.	4	134.21	Spartanburgh, Greenwood, S.C. (P. R. and W. C. Rwy.).	14021	68.20
			Greenwood, S. C., Augusta, Ga. (P. R. and W. C. Rwy.).	15037	67.75
Spokane Falls, Wash., and Genesee, Idaho.[2]	8	113.50	Spokane Falls, Marshall, Wash. (Northern Pacific).	43009 (part)	([3])
			Marshall, Wash., Genesee, Idaho (Spokane and Palouse Rwy.).	43015	104.31
Spokane Falls, Wash., and Portland, Oregon.[4]	8	550.92	Spokane Falls, Pasca, Wash. (Northern Pacific).	43009 (part)	[4]144.90
			Pasca, Melrose, Wash. (Northern Pacific).	43011	233.61
			Melrose, Tacoma, Wash. (Northern Pacific).	43005 (part)	([5])
			Tacoma, Wash., Portland, Oregon.....	43001	146.66
Springfield and Chadwick, Mo.	7	35.63	North Springfield, Chadwick, Mo. (Sta. A, Springfield, Mo.) (St. L. and S. F.).	28053	35.63
Springfield and Grafton, Ill....	6	85.30	Springfield, Grafton, Ill. (St. L. and Cent'l Ill.).	23083	85.30
Springfield, Mass., and Hartford, Conn.	1	32.29	Springfield, Mass., Hartford, Conn. (N. Y. and N. Eng.).	5016	32.60
Springfield, Ohio, and Indianapolis, Ind.[6]	5	139.52	Springfield, Ohio, Indianapolis, Ind. (Ind., Bloom. and West.).	21057	139.51
Springfield and Litchfield, Ill..	6	45.52	Springfield, Litchfield, Ill. (St. Louis and Chi.).	23093	45.64
Springfield, Ohio, and Richmond, Ind.	5	77.43	Springfield, Xenia, Ohio (Pitts., Cin. and St. Louis).	21027	20.07
			Xenia, Dayton, Ohio (Pitts., Cin. and St. L.).	21011	16.73
			Dayton, Ohio, Richmond, Ind. (Pitts., Cin. and St. L.).	21020	42.08
Springfield, Wellston, Ohio....	5	118.45	Springfield, Wellston, Ohio (Ohio South.).	21058	118.48
State Line (n. o.), and Rhinecliff, N. Y.	2	42.53	State Line (n. o.) and Rhinecliff, N. Y., (H. and C. W.).	5018	[7]39.82
Sterling and Rock Island, Ill..	6	53.43	Sterling, Barstow, Ill. (Chi., Bur. and Qcy.).	23084	40.75
			Barstow, Rock Island, Ill. (Chi., Bur. and Qcy.).	23005 (part)	([8])
Stevens' Point and Portage, Wis.	10	73.84	Stevens' Point, Portage, Wis. (Wis. Cent.).	25015	74.13
Stoneboro and New Castle, Pa .	2	35.29	Stoneboro, New Castle, Pa. (W. N. Y. and Pa.).	8096	35.33
Streator and Fairbury, Ill	6	31.98	Streator, Fairbury, Ill. (Wabash)	23043	32.05
Streator and Pekin, Ill.....	6	65.06	Streator, Ancona, Ill. (Chi., S. Fé and Cal.).	23098 (part)	([10])
			Ancona, Pekin, Ill. (Chi., S. Fé and Cal.) ..	23051	57.50
Suffolk, Va., and Woodley, N.C.	3	41.87	Suffolk, Va., Woodley, N. C. (Suffolk and Carolina).	11030	41.87
Sunbury and Lewistown, Pa ..	2	51.12	Sunbury, Selins Grove Junction, Pa. (No. Central).	10002 (part)	([11])
			Selins Grove Junction, Lewistown, Pa. (Penn.).	8108	44.60
Superior, Nebr., and Strong, Kans.[12]	7	157.36	Superior, Nebr., Keystone, Kans. (C., K. and W.).	33068	80.99
			Keystone, Strong, Kans. (C., K. and W.)...	[13]33077 (part)	76.40
Suspension Bridge and Buffalo, N. Y.	2	24.35	Suspension Bridge, Buffalo, N. Y. (N. Y. C. and H. R.).	6016 (part)	[14]24.73

[1] Balance of route (Sparta to Bon Air Coal Mine, 6.55 miles) covered by closed pouches. (See Table C[c].)

[2] For cars see Augusta and Port Royal R. P. O.

[3] New service October 2, 1888; 8.70 miles, Spokane Falls to Marshall, additional to Spokane Falls, Wash., and Portland, Oregon; 15.60 miles, Pasco to Wallula, closed-pouch service. (See Table C[c].) Balance of route 43009 covered by Mandan, Dak., and Spokane Falls, Wash., R. P. O. (See Tenth Division.)

[4] Reported last year as Helena, Mont., and Portland, Oregon, R. P. O.; line from Helena, Mont., to Spokane Falls, Wash., transferred to Tenth Division; 16.50 miles route 43,009, Pasco to Wallula, 8.60 miles, Melrose to Carbonado, closed-pouch service. (See Table C[c].) One chief clerk, Portland, Oregon.

[5] This was formerly the Columbus, Springfield and Indianapolis R. P. O. On January 1, 1889, run of clerks was curtailed to end at Springfield, Ohio, decreasing distance 45 miles. Serv-

ed States on June 30, 1889—Continued.

e of last adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	Train No. outward.	Av'gespeed (miles).	Train No. inward.	Av'gespeed (miles).					Length.	Width.			
									Ft. In.	*Ft. In.*			
y 1, 1888	72	14.64	71	15	6	38,095	122.10	1	12 0	9 0	1	1	1
y 1, 1887	503	22.93	502	21.72	6	22,245	71.30	1	12 2	7, 3	1	1	1
y 1, 1888	68	21.6	67	21.6	7	97,973	134.21	(2)	.....	.....	2	1	2
y 1, 1888	68	21.9	67	20	7								
y 1, 1886	9	26.10	10	21.75	7	82,858	113.50	2	17 6	9 0	2	1	2
y 1, 1889	9	20	10	20.65									(4)
y 1, 1886	1	17.88	2	17.88	7	102,172	137.73	4	24 6	9 1	8	1	9
e27, 1888	1	17.01	2	17.01									
y 5, 1888	1	20.76	2	24.06									
y 1, 1886	1	22.57	2	23.87									
y 1, 1887	43	11.88	44	10.18	7	26,010	71.26	1	12 0	7 0	1	1	1
y 1, 1887	1	21.32	1	11.63	6	53,227	85.30	1	11 0	6 10	2	1	2
y 1, 1889	141	23.62	142	22.23	6	20,148	129.16	1	11 0	6 0	1	1	1
	143	22.23	144	23.23	6	20,148							
y 1, 1888	5	27.90	4	25.38	6	102,289	93.01	2	22 0	9 0	3	1	3
								[5]1	20 0	9 0			
y 17, 1886	1	26.05	2	26.05	6	28,404	91.04	2	20 0	9 3	1	1	1
y 1, 1888	7	26.40	6	26.40	6	48,316	154.86	[5]2	19 0	9 0	1	1	1
y 1, 1888	7	25.20	6	22.80	6								
y 1, 1886	7	25.20	6	24.06	6								
y 1, 1888	4	18.96	3	20.40	6	73,913	118.45	2	11 10	[illegible] 0	2	1	2
y 1, 1889	9	12.62	8	14.82	6	26,539	85.06	1	10 6	[illegible] 0	1	1	1
y 1, 1887	36	22.20	35	24.42	6	32,716	104.86	1	11 4½	6 7½	1	1	1
y 1, 1887	21	15.46	22	19.89									
y 1, 1887	16	24.03	15	27.17	6	46,076	147.68	1	17 8	7 6	1	1	1
y 1, 1889	43	19.26	6	24.42	6	22,021	72.98	1	14 2	8 6	1	1	1
y 1, 1887	251	21.34	252	21.28	6	19,955	63.96	1	11 2½	8 9½	1	1	1
y 1, 1889	101	24.40	102	24.40	6	40,597	130.12	1	26 3	9 4	1	1	1
y 1, 1887	101	24.64	102	24.64									
y 1, 1889	1	10.04	2	13.08	6	26,127	83.74	1	6 11	5 8	1	1	1
y 1, 1885	3	24.50	2	21.43	6	31,899	102.24	1	6 5	6 4	1	1	1
y 1 1889	3	22.45	2	27.02	6	.....	.....	(13)	.....	.....	(13)		
y 1, 1889	302	21.13	301	20.25	7	97,631	157.36	1	20 9	9 4	2	1	2
y 1, 1889	302	22.92	301	20.40	7	.....	.....	[6]1	6 0½	7 2			
y 1, 1885	16	27	19	27	6	15,194	97.40	(17)	(17)	(17)	1	1	1
	4	29.67	1	29.67	6	[16]15,194							

reen Springfied and Columbus, Ohio, performed by Sandusky and Columbus, O.

reserve.

s covered by Hartford and Millerton

11 60 miles) covered by Rock Island, St. Louis, Mo., R. P. O.

(6.10 miles) covered by Chicago, Ill., t Madison, Iowa. R. P. O.

covered by Williamsport and Balti- P. O.

erks shown on route 10002.

[12] Reported last year as Concordia and Strong, Kans., R. P. O. Increased distance 39.92 miles. Extended Feb. 4, 1889.

[14] 43.18 miles distance of route 33077, between Keystone and Barnard, Kans., covered by Keystone and Barnard, Kans. R. P. O., and 12.60 miles, between Strong and Bazaar, Kans., covered by closed-pouch service. (See Table C[e].)

[15] 4.75 miles covered by closed-pouch service. (See Table C[e].)

[16] Double service daily, except Sunday.

[17] Service performed in baggage-car, consisting of custody of registered mail only.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Switz City, Ind., and Effingham, Ill.	6	90.58	Switz City, Ind., Effingham, Ill. (Ind. and Ill. So.).	23026	90.97
Syracuse, Auburn, and Rochester, N. Y.	2	104.71	Syracuse, Rochester, N. Y. (N. Y. C. and H. R.).	6013	104
Syracuse and Earlville, N. Y...	2	43.66	Syracuse, Earlville, N. Y. (S., O. and N. Y.).	6071	44.30
Talmage and Crete, Nebr.....	6	58.43	Talmage, Crete, Nebr. (Mo. Pac.).....	34059	58.45
Tama and Hawarden, Iowa	6	243.34	Tama, Eagle Grove, Iowa (Chi. and No. West.).	[4]27052 (part)	245.30
			Eagle Grove, Hawarden, Iowa (Chi. and No. West.).	[4]27070 (part)	
Tamaroa and Chester, Ill	6	42.90	Tamaroa, Chester, Ill. (Wab., Ches. and West.).	23047	42.90
Taylor and Fayetteville, Tex.[7].	11	83.29	Taylor, Fayetteville, Tex. (T., B. and H.) .	31058	83.29
Taylor and San Antonio, Tex.[8].	11	116.50	Taylor, San Antonio, Tex. (I. and G. N.)...	31007	[9]
Taylorsville and Charlotte, N. C.	3	65.69	Taylorsville, Charlotte, N. C. (Rich. and Dan.).	13009	65.12
Temple and San Angelo, Tex.[11].	11	237.40	Temple, San Angelo, Tex. (G., C. and S. F.)	31049	237.09
			Coleman Junction and Coleman (G., C. and S. F.).	31051	6.25
Tennile and Dublin, Ga.....	4	26	Tennile, Wrightsville, Ga. (W. and Tenn. R. R.).	15015	16.74
			Wrightsville, Dublin, Ga. (Wrights. and Dublin R. R.).	15049	20.00
Terre Haute and Evansville, Ind.	5	110.10	Terre Haute, Evansville, Ind. (Evans. and Terre Haute.).	22012	109.71
Terre Haute, Ind., and Peoria, Ill.	6	176.90	Terre Haute, Ind., Peoria, Ill. (T. Haute and Peoria).	23048	177.00
Terre Haute, Washington, and Evansville, Ind.	5	139.20	Terre Haute, Worthington, Ind. (Evans. and Ind.).	22030	40.91
			Worthington, Evansville, Ind. (Evans. and Ind.).	22026	98.10
Texarkana, Ark., and El Paso, Tex.[14]	11	869.22	Texarkana, Ark., Marshall, Tex. (Tex. Pac.).	[13]31010	68.64
			Marshall, El Paso, Tex. (Tex. Pac.).....	[13]31009 (part)	794.28
Texarkana, Ark., and Gateseville, Tex.	11	305.39	Texarkana, Ark., Gateseville, Tex. (St. L., Ark. and Tex.).	31025	305.39
Texarkana, Ark., and Houston, Tex.	11	330.49	Texarkana, Ark., Marshall, Tex. (Tex. Pac.).	31010	(see)
			Marshall, Longview, Tex. (Tex. Pac.)	31009 (part)	(see)
			Longview, Houston, Tex. (L. and G. N.)....	31008	232.45
Texarkana, Ark., and Whitesborough, Tex.	11	173.74	Texarkana, Ark., Whitesborough, Tex. (Tex. Pac.).	31011	173.44
Thomaston and Long Island City, N. Y.	2	14.28	Thomaston, Whitestone Junction, N. Y. (Long Island).	6129	7.07
			Whitestone Junction, Long Island City, N. Y. (Long Island).	6094 (part)	7.01

Double service daily, except Sunday.

[3] In reserve.

[5] One car in reserve.

[4] Balance of route (66.30 miles) covered by Lake Crystal, Minn., and Eagle Grove, Iowa, R. P. O.

One helper between Tama and Jewell, Iowa (68.8 miles).

[6] Balance of route (126.37 miles) covered by Oakes, Dak., and Hawarden, Iowa, R. P. O.

[7] Extended August 6, 1888 (13.27 miles).

[8] Double service between Taylor and San Antonio, Tex., reported last year as Denison and San Antonio R. P. O., owing to change of time on the I. and G. N. R. R., R. P. O. was cut at Taylor, Tex., June 16, 1889.

[9] Covered by Palestine and Lardo.

[10] One acting clerk.

[11] Extended October 29, 1888 (35.68 miles).

[12] One clerk detailed to transfer duty at Evansville, Ind.

[13] One clerk detailed to transfer duty at Peoria, Ill.

[14] Service on trains 3 and 4, between Texarkana, Ark., and El Paso, Tex., and on 1 and 2 between Texarkana, Ark., and Ft. Worth, Tex., making double daily service between Texarkana, Ark., and Ft. Worth, Tex. (254.17 miles). runs of clerks on trains 3 and 4 divide on Ft. Worth, Tex.

[15] Texarkana, Ark., and Houston, Tex., R. P. O. also runs over route 31010, and 23.50 miles of route 31009 between Marshall and Longview, Tex.

[16] 40.44 miles balance of route 31009, between

the United States on June 30, 1889—Continued.

whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crew.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'ge speed (miles).	Train No. inward.	Av'ge speed (miles).					Length.	Width.			
bs.										*Ft. In.*	*Ft. In.*			
211	July 1, 1887	1	16.77	2	16.04	6	56,522	181.16	1	17 0	7 7½	1	1	1
656	July 1, 1889	11	23.70	14	23.27	6	[15]65,339	104.71	1	49 3	9 1	3	2	6
		19	23.70	6	26.58	6	65,330	.....	1	45 2	9 1			
									[21]1	49 1	9 1			
									[21]1	20 6	8 10			
380	July 1, 1889	1	24.94	8	24.94	6	27,244	87.32	[22]2	9 1	8 6	1	1	1
.....	.....	375	14.60	376	12.98	7	36,460	116.86	1	20 5	7 0	1	1	1
328	July 1, 1887	5	21.84	6	21.84	6	151,844	121.67	2	24 0	9 2½	4	1	[23]5
673	July 1, 1887	5	25.59	6	25.59									
568	July 1, 1887	2	19.80	3	18.39	6	26,760	85.58	1	10 0	6 0	1	1	1
351	July 1, 1889	19	18.79	20	19.15	7	54,638	166.58	1	16 7	6 7	1	1	1
036	July 1, 1886	3	19.15	4	18.39	7	85,045	116.50	1	22 0	9 0	2	2	[10]3
									1	22 2	9 0			
									1	21 2	9 0			
394	July 1, 1888	18	17.53	17	16.41	6	40,991	131.38	1	9 10	7 4	1	1	1
042	July 1, 1889	41	22.43	42	22.43	7	140,512	158.26	1	10 6	9 0	3	1	3
									1	13 6	9 0			
113	Aug. 16, 1886	...	.....	.....	.....	.....	.....	.....	1	13 6	9 0			
53	May 1, 1885	3	16.5	2	13.2	6	22,464	72	1	8 0	9 0	1	1	1
279	July 1, 1888	3	15.6	2	14	6								
118	July 1, 1888	1	25.80	2	27.52	6	68,702	146	2	24 0	8 4	3	1	[17]4
		3	22.20	4	26.40	7	80,373	.....	[21]1	16 0	9 0			
390	July 1, 1887	2	23.42	1	22.20	6	110,385	117.93	3	17 9	7 2	3	1	[18]4
414	July 1, 1888	9	37.80	10	21	6	86,861	139.20	1	14 3	9 0	2	1	2
									1	8 4	9 0			
469	July 1, 1888	9	16.36	10	19.20	6								
345	July 1, 1886	3	21.17	4	21.68	7	634,531	115.87	7	21 6	9 1	4	2	[10]25
		1	19.33	2	22.23	7	185,544	168.68	.....	.....	.....	4	1	
211	July 1, 1886	3	21.46	4	21.46	.....	.....	.....	.....	.....	.....	[27]7	1	
		[17]132	.....	[17]131										
599	July 1, 1886	1	15.55	2	15.96	7	222,934	122.15	[19]	.....	.....	4	1	[24]4
		29	.....	30										
345	July 1, 1886	3	21.17	4	21.68	7	241,258	132.19	2	21 8	8 10	5	1	[25]7
211	July 1, 1886	3	21.13	4	22.90									
978	July 1, 1886	1 & 5	21.75	6 & 2	23.33									
291	July 1, 1886	31	21.50	32	22.30	7	126,830	115.82	2	20 4	7 0	3	1	3
423	July 1, 1889	218	19.28	207	19.28	6	8,911	85.68	1	14 8	6 8	.....	.....	[26]
		230	18.44	219	17.67	6	[26]8,911							
		248	16.31	233	19.28	6	8,911							
572	July 11, 886	218	32.36	207	21.03	6	.....	.....	[27]	.....	.....	[27]		
		230	21.12	219	21.03	6								
		248	21.03	233	20.03	6								

[15] Shreveport, La., and Marshall, Tex., covered by New Orleans, La., and Marshall, Tex., R. P. O.

[16] Trains 3 and 4, between Texarkana, Ark., and Sierra Blanca, Tex., and 131 and 132, between Sierra Blanca and El Paso, Tex.

[17] 1 clerk detailed to superintendnt's office; one porter detailed to superintendent's office. Three helpers between Texarkana, Ark., and Ft. Worth, Tex. One helper from Ft. Worth to Gordon, Tex. (71.5 miles).

[18] Same cars on Cairo, Ill., and Texarkana, Ark., R. P. O. run on *this line. (See Cairo and Texas).*

[19] One acting clerk between Waco and Gatesville, Tex. Four clerks between Texarkana, Ark., and Waco, Tex.

[21] Covered by Texarkana and El Paso.

[22] Two helpers, Texarkana, Ark., to Longview, Tex. (97 miles.)

[23] 40.44 miles covered by New Orleans and Marshall R. P. O. 66.60 miles covered by Texarkana and El Paso R. P. O.

[24] Car and clerk shown on route 6120.

[25] Triple service daily, except Sunday.

[26] 4.85 miles covered by closed-pouch service. (See Table C°.)

[27] Service performed by an acting clerk.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railway post-office car is paid.
		Miles.			
Titusville and Sanford, Fla....	4	47.75	Titusville, Enterprise Junction (n. o.), Fla. (J., T. and K. W. Ry.).	16025	40.69
			Enterprise Junction (n. o.), Sanford, Fla. (J., T. and K. W. Ry.).	16018	[1]
Toccoa and Elberton, Ga.....	4	50.62	Toccoa, Elberton, Ga. (R. and D. R. R.) ..	15026	50.62
Toledo, Ohio, and Allegan, Mich.	9	157.42	Toledo, Ohio, Allegan, Mich. (C., J. and M.).	24019	154.92
Toledo and Cincinnati, Ohio....	5	203.27	Toledo, Dayton, Ohio (Dayton and Mich.).	21023	144.18
			Dayton, Cincinnati, Ohio (Cin., Ham. and Day.).	21026	58.36
Toledo and Columbus, Ohio....	5	125.59	Toledo, Columbus, Ohio (Col., Hock. Val. and Tol.).	21053	124.85
Toledo and Findlay, Ohio	5	46.01	Toledo, Findlay, Ohio (Tol., Col. and South.).	21091	44.02
Toledo, Ohio, and Frankfort, Ind.	5	207.53	Toledo, Delphos, Ohio (Tol., St. L. and Kans. City).	21061	74.11
			Delphos, Ohio, Kokomo, Ind. (Tol., St. L. and Kans. City).	21065	108.24
			Kokomo, Frankfort, Ind. (Tol., St. L. and Kans. City).	22033	25.77
Toledo, Ohio, and La Fayette, Ind.	5	204.69	Toledo, Ohio, La Fayette, Ind. (Wab., St. L. and Pac.).	21019 (part)	[1]
Toledo and Mansfield, Ohio....	5	87.16	Toledo, Mansfield, Ohio (Penna. Co.)	21043	87.16
Toledo and Marietta, Ohio.....	5	263.32	Toledo, Zoar Station, Ohio (Wheel. and Lake Erie).	[11]21080 (part)	157.32
			Zoar Station, Marietta, Ohio (Cleve. and Mar.).	21040	106.00
Toledo, Thurston, and Columbus, Ohio.[12]	5	178.38	Toledo, Thurston, Ohio (Tol. and Ohio Cen.).	21055	148.12
			Thurston, Columbus, Ohio (Tol. and Ohio Cen.).	21068 (part)	[12]
Toledo, Ohio, and St. Louis, Mo.[14]	5	437.44	Toledo, Ohio, Decatur, Ill., (Wab., St. L. and Pac.).	21019 (part)	[13]203.10
			Decatur, East St. Louis, Ill. (Wab., St. L. and Pac.).	23023	[[9]]
Topeka and Bellville, Kans.[10]..	7	137.20	Topeka, McFarland, Kans. (C., R. I. and P.)	33075	[7]
			Bellville, McFarland, Kans. (C., R. I. and P.)	33089	104.78
Topeka and Fort Scott, Kans..	7	130.79	Topeka, Fort Scott, Kans. (K., N. and D.)	33060	130.79
Towanda and Bernice, Pa	2	30.72	Towanda, Bernice, Pa. (P. and N. Y. C. Co.)	8060	23.
Tower City and Lebanon, Pa..	2	42.26	Tower City, Lebanon, Pa. (P. and R.)	8059	43.
Townsend, Del., and Centreville, Md.	2	35.21	Townsend, Del., Centreville, Md. (P., W. and B.).	10010	35.
Tracy, Minn., and Pierre, Dak.	10	255.69	Tracy, Minn., Pierre, Dak. (Chi. and No. West.).	26031	255.
Tracy, Minn., and Redfield, Dak.	10	164.14	Tracy, Minn., Redfield, Dak. (Chi. and No. West.).	[22]26014 (part)	164.
Tracy City and Cowan, Tenn..	5	20.05	Tracy City, Cowan, Tenn. (Nash., Chatt. and St. L.).	19010	20.

[1] One reserve car.
[2] 7.06 miles covered by Jacksonville and Tampa R. P. O.
[3] A full R. P. O. line of 40-foot cars established on night trains of this line July 1, 1888.
[4] Four crews on day line; 2 clerks to crew.
[5] Four crews on night line; 2 clerks to crew.
[6] Two cars in reserve.
[7] In reserve.
[8] One car in reserve.
[9] Covered by Toledo and St. Louis R. P. O. (204.10 miles).
[10] These clerks are appointed to Toledo and St. Louis R. P. O., and are shown with that line.
[11] Balance of route, Zoar Station to Bowerston (18.42 miles) covered by closed pouches. (See Table C[a].)
[12] This line was formerly the Toledo and Corning R. P. O. On August 27, 1888, run of clerks changed to end at Columbus, Ohio, decreasing distance 7.70 miles. Service between Thurston and Corning, Ohio, to be performed by Columbus and Charleston R. P. O.
[13] Covered by Columbus and Charleston R. P. O. (28.70 miles).
[14] This line, together with the Toledo and La Fayette, La Fayette and Quincy, and Chicago, Decatur and St. Louis R. P. O., forms double daily service between Toledo, Ohio, and St. Louis, Mo.

the United States on June 30, 1889—Continued.

whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'ge speed (miles).	Train No. inward.	Av'ge speed (miles).					Length.	Width.			
										Ft. In.	Ft. In.			
be. 580	Mar. 22, 1886	100	18	103	19. 5	6	29, 796	95. 50	[12]	13 3	7 5	1	1	1
,990	Feb. 11, 1885	100	17	103	17	6								
288	July 1, 1888	1	13. 3	2	13. 6	6	31, 586	101. 24	1	10 0	4 6	1	1	1
214	Mar. 20, 1884	22	24. 64	21	26. 74	6	98, 230	157. 42	2	11 0	6 0	2	1	2
,648	July 1, 1888	25	26. 40	6	25. 80	6	126, 840	101. 63	[23]	50 0	9 0	4	2	16
		1	24. 03	28	25. 20	7	148, 387	.....	.....	.....	.....	[24]	2	
,951	July 1, 1888	25	31. 80	6	25. 80	6								
		1	29. 07	28	29. 07	7								
,004	July 1, 1888	4	27	1	27	6	78, 368	125. 59	[14]	16 9	9 6	2	1	2
									[21]	10 0	7 3			
285	July 1, 1888	4	24	3	22. 20	6	28, 710	92. 02	[22]	17 0	8 4	1	1	1
515	July 1, 1888	1	25. 74	2	28. 20	6	129, 499	103. 77	[23]	20 0	9 0	4	1	4
450	July 1, 1888	1	30. 42	2	28. 80	6								
506	July 1, 1888	1	33. 60	2	31. 80	6								
126	July 1, 1888	41	31. 22	46	33	6	127, 727	102. 34	[23]	36 0	9 4	4	1	([18])
745	July 1, 1888	20	26. 10	1	28. 20	6	54, 388	87. 16	2	19 10	8 9	2	1	2
383	July 1, 1888	5	24. 84	6	25. 20	6	164, 312	131. 66	2	19 0	9 0	4	1	4
									[23]	18 0	7 8			
107	July 1, 1888	5	23. 40	6	22. 74	6								
187	July 1, 1888	2	23. 40	1	24. 06	6	111, 943	118. 91	[14]	15 0	9 0	3	1	3
119	July 1, 1888	2	21. 60	1	21. 60	6								
380	July 1, 1888	43	30. 06	42	34. 26	7	319, 331	145. 81	[23]	60 0	9 8	[16] 6	5	[17] 39
380	July 1, 1887	43	31. 02	42	34. 20	7								
149	July 1, 1889	111	32. 10	112	32. 10	7	100, 156	137. 20	2	16 6	7 7½	2	1	2
091	July 1, 1889	111	21. 43	112	29. 24	7								
062	Feb. 10, 1887	283	16. 35	284	16. 35	6	81, 613	130. 79	1	11 3	7 0	2	1	2
									1	11 2	6 10			
398	July 1, 1889	11	19. 40	14	19. 40	6	19, 169	61. 44	1	5 6	5 10	1	1	1
178	July 1, 1889	9	18. 66	12	25. 20	6	26, 370	84. 52	1	7 0	8 7	1	1	1
435	July 1, 1889	101	27. 27	100	28. 38	6	21, 971	79. 42	1	11 10	6 8	1	1	1
527	July 1, 1887	1	24. 32	2	23. 04	6	159, 550	127. 84	2	24 0	9 2	4	1	[21] 6
									[21]	24 7	9 3½			
485	Mar. 30, 1887	1 & 7	25. 79	2 & 8	25. 24	6	102, 423	109. 43	1	15 5½	7 5½	3	1	3
									1	15 11½	7 6			
									[21]	12 0	7 5			
210	July 1, 1888	122	17. 40	121	17. 40	6	12, 511	40. 10	1	14 6	7 10	1	1	1

[12] This is the distance Toledo, Ohio, to La Fayette, Ind. Whole of route 21019 is Toledo, Ohio, to Quincy, Ill., 474.25 miles. Toledo and St. Louis R. P. O. runs over this route between Toledo, Ohio, and Decatur, Ill., 322.90 miles, but only that part of contract route between Tolado, Ohio, and La Fayette, Ind., distance 203.10 miles, is shown by this division; balance, 271.15 miles, La Fayette, Ind., to Quincy, Ill., is covered by La Fayette and Quincy R. P. O. (See Sixth Division report.)

[13] Night line only.

[14] One clerk detailed as chief clerk at Toledo, Ohio; 1 clerk detailed to transfer duty at Fort Wayne, Ind.; 1 clerk detailed to transfer duty at La Fayette, Ind.; 4 clerks in apartment cars between Toledo, Ohio, and La Fayette, Ind.; 2 clerks act as helpers between Toledo, Ohio, and Attica, Ind. (224.50 miles), three days in the week each.

[16] Covered by lines of Sixth Division (113.66 miles).

[17] Reported last year as McFarland and Bellville, Kans., R. P. O. Increased distance, 32.42 miles.

[18] 32.10 miles, distance of route 33075, covered by St. Joseph, Mo., and Caldwell, Kans., R. P. O.

[21] Two helpers Tracy, Minn., to Huron, Dak.

[22] Balance of route (91.23 miles) covered by Winona and Tracy, Minn., R. P. O.

TABLE A[9].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Trenton, and Adrian, Mich.[1] ...	9	49.60	Trenton, Corbus, Mich. (L. S. and M. S.).	24036	37.28
			Corbus, Adrian, Mich	24002	(2)
Trenton, Mo., and Leavenworth, Kans.[3]	7	103.56	Trenton, Mo., Leavenworth, Kans. (C., R. I. and P.).	[4]27017 (part)	[redacted]
Turkey River and West Union, Iowa.	6	58.24	Turkey River, West Union, Iowa (Chi. Mil. and St. P.).	27039	[redacted]
Tyler and Lufkin, Tex	11	89.61	Tyler, Lufkin, Tex. (St. L., Ark. and Tex.)	31044	[redacted]
Ukiah and San Francisco, Cal.[6]	8	113.78	Ukiah, San Francisco, Cal. (San Fran. and North Pacific R. R.).	46011	[redacted]
Union City, Ind., and Dayton, Ohio.	5	47.45	Union City, Ind., Dayton, Ohio (Dayton and Union).	21022	[redacted]
Utica and Binghamton, N. Y ...	2	95.70	Utica, Norwich, N. Y. (D., L. and W.)	6041	[redacted]
			Norwich, Chenango Forks, N. Y. (D., L. and W.).	6040	[redacted]
			Chenango Forks, Binghamton, N. Y. (S. B. and N. Y.).	6065 (part)	[redacted]
Utica and Randallsville, N. Y ..	2	31.47	Utica, Randallsville, N. Y. (N. Y., O. and W.).	6057	[redacted]
Vanceborough and Bangor, Me.	1	114.44	Vanceborough, Bangor, Me. (Me. Cen.)....	12	[redacted]
Versailles and Lexington, Mo.[10]	7	128.84	Versailles, Boonville, Mo. (Mo. Pac.)	28008	[redacted]
			Boonville, Myrick Station (n. o.), Mo. (Mo. Pac.).	28059	[redacted]
			Myrick Station (n. o.), Lexington, Mo. (Mo. Pac.).	28032 (part)	[redacted]
Villisca, Iowa, and Bigelow, Mo.	6	69.24	Villisca, Iowa, Burlington Junction, Mo. (Chi., Bur. and Qcy.).	27009	[redacted]
			Burlington Junction, Bigelow, Mo. (K. C., St. Jo. and C. Bl.).	28044	[redacted]
Wabasha and Zumbrota, Minn.	10	59.20	West Wabasha, Zumbrota, Minn. (Chi., Mil. and St. P.).	26022	[redacted]
Wadena and Fergus Falls, Minn.	10	53.36	Wadena, Fergus Falls, Minn. (Nor. Pac.)..	[10]28042 (part)	[redacted]
Wadesborough, N. C., and Sumter, S. C.	4	105.43	Wadesborough, N. C., Cheraw, S. C. (Cheraw and Salis. R. R.).	14014	[redacted]
			Cheraw, Florence, S. C. (Ch. and Darl. R. R.).	14006	[redacted]
			Florence, Sumter, S. C. (W., C. and A. R. R.).	14002	[redacted]
Waldo and Cedar Keys, Fla....	4	71	Waldo, Cedar Keys, Fla. (Fla. Cent. and Pen. R. R.).	16001 (part)	[redacted]
Wallis Station and San Antonio, Tex.	11	200.58	Wallis Station, Kenedy, Tex. (S. A. and A. P.).	31057	[redacted]
			Kenedy Depot, San Antonio, Tex. (S. A. and A. P.).	[12]31083 (part)	[redacted]

[1] Runs on route 24002, Corbus to Adrian, Mich. (12.80 miles).
[2] Shown in report of Monroe and Adrian R. P. O.
[3] Trenton, Mo., and Leavenworth, Kans., line is additional to Davenport, Iowa and Atchison, Kans., R. P. O., between Trenton and Altamont (n. o.), Mo., 33.04 miles.
[4] 269.55 miles of route 27017, between Davenport, Iowa, and Altamont (n. o.), Mo., covered by Davenport, Iowa, and Atchison, Kans., R. P. O. helpers between Trenton and Atchison Junction, Mo. (80.80 miles); these helpers also perform service on Atchison Junction, Mo., and Atchison, Kans., R. P. O.
[6] Extended from Cloverdale May 8, 1889. Reported last year as Cloverdale and San Francisco R. P. O.
[7] One reserve car.
[8] Alternates with Utica and Randallsville R. P. O.
[9] In reserve.
[10] Cars and clerks shown on route 6041.
[11] 11.27 miles covered by Oswego and Binghamton R. P. O.
[12] Alternates with Utica and Binghamton R. P. O.

ited States on June 30, 1889—Continued.

e of last adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks in crew.	Number of clerks appointed to line.
	Train No. outward.	Av'ge speed (miles).	Train No. inward.	Av'ge speed (miles).					Length.	Width.			
									Ft. In.	*Ft. In.*			
y 1, 1884	121	28. 80	120	29. 59	6	30, 950	99. 20	1	13 7	7 0	1	1	1
y 1, 1884	121	31. 68	120	24	6								
y 1, 1887	11	22. 90	12	22. 90	7	75, 599	103. 56	1	22 6	9 4	2	1	[5]4
y 1, 1887	29	21. 97	30	19. 53	6	36, 404	116. 68	1	15 2	7 5	1	1	1
y 1, 1886	101	16. 87	102	16. 09	7	65, 415	89. 61	2	16 9	6 4	2	1	2
y 1, 1886	1	22. 66	12	22. 66	7	83, 059	113. 78	[7]2	10 3	8 11	2	1	2
y 1, 1888	2	27	3	27	6	29, 699	94. 90	1	10 11	7 5	1	1	1
y 1, 1889	4	30. 25	3	30. 85	6	59, 717	[8]100. 89	1	16 2	6 10	2	1	2
								[9]1	17 0	8 0			
y 1, 1889	4	16. 36	3	31. 58	6	.....	.....	([10])	.....	.....	([10])		
y 1, 1885	4	22	3	36. 66	6	....	.....	([10])	.....	.....	([10])		
y 1, 1889	2	19. 77	13	28. 89	6	19, 637	[12]85. 60	1	11 11	7 0	1	1	1
	[13]14	24. 17	[13]1	24. 50	6	[14]15, 082		1	19 6	7 1			
								[9]1	12 6	7 2			
y 1, 1889	64	24. 01	71	24. 01	6	71, 410	114. 44	2	40 0	9 0	4	2	8
	2	22. 80	11	22. 81	6	71, 410	.....	1	20 0	8 6			
								1	28 0	9 0			
y 1, 1887	181	15. 62	182	12. 64	6	[15]48, 434	[16]155. 24	1	8 4	6 5	1	1	3
	171	12. 58	172	10. 02	6	[17]70, 599	[17]113. 14	2	16 4	6 10	2	1	
.....	181	18. 20	182	16. 69	6								
	171	11. 63	172	10. 62	6								
.....	172	8. 04	171	8. 04	6								
y 1, 1887	81	25	82	23. 68	6	43, 206	138. 48	1	11 11	7 0	1	1	1
y 1, 1888	14	24. 07	13	24. 69									
y 1, 1887	1	12	2	14. 11	6	36, 940	118. 40	1	12 4½	6 0½	1	1	1
y 1, 1887	33	20. 76	34	21. 82	6	33, 296	106. 72	1	23 9	8 10½	1	1	1
y 1, 1888	63	20	62	23	6	65, 788	105. 43	1	28 0	8 9	2	1	2
y 1, 1888	63	20	62	23	6								
y 1, 1888	63	24. 5	62	32. 5	6								
y 1, 1894	13	16. 2	14	14	6	44, 304	142	1	9 10	6 10	1	1	1
.22, 1888	2	19. 28	1	19. 05	7	146, 423	183. 72	2	15 0	9 0	3	1	3
y 1, 1885	2	23. 10	1	24. 64									

1 and 14 clerk does not run beyond lle (24.17 miles).
rvice daily, except Sunday.
last year as Boonville and Versailles, P. O.; increased distance, 84.09 miles.
and 182 run between Versailles and l, Mo.; distance from register to 77.62 miles.
1 and 172 run between Tipton and on, Mo.; distance from register to 113.14 miles.

[12] 2.68 miles of route 28032, between Myrick Station (n. o.) and Lexington, Mo., covered by Sedalia and Kansas City, Mo., R. P. O.
[10] Balance of route (67.36 miles), covered by Fergus Falls, Minn., and Milnor, Dak., closed-pouch service. (See Table C°.)
[8] 39 miles reported as Florence and Aug. R. P. O.
[21] 85 miles as Fern. and Orlando R. P. O.
[22] 88.50 miles of route 31033, between Kenedy and Corpus Christi, Tex., covered by Kenedy and Corpus Christi R. P. O.

e United States on June 30, 1889—Continued.

whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules). Train No. outward.	Av'ge speed (miles).	Train No. inward.	Av'ge speed (miles).	Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures). Length.	Width.	Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
										Ft. In.	*Ft. In.*			
196	July 1, 1889	50	16. 19	53	20. 40	7	278, 889	127. 34	[16]	50 0	8 9	6	3	[252]
		52	16. 32	51	20. 40	7	278, 889	.....	[16]	60 0	9 0	6	3	
338	July 1, 1885	50	29. 02	53	29. 98									
		52	29. 71	51	27. 13									
736	July 1, 1889	50	24. 64	53	27. 19									
		52	24. 90	51	26. 03									
218	July 1, 1889	50	26. 20	53	31. 55									
		52	30. 98	51	28. 68									
196	July 1, 1889	58	16. 32	59	20. 40	7	127, 370	116. 32	2	41 2	8 1	3	2	([6])
338	July 1, 1885	58	27. 45	59	27. 50									
196	July 1, 1889	56	20. 40	57	20. 40	7	318, 740	145. 54	[25]	20 6	9 0	6	1	3
....	.....	56	33. 07	57	29. 58									
614	July 1, 1889	3	29. 10	2	31. 47	7								
703	July 1, 1887	15	23. 03	16	21. 96	6	48, 634	155. 88	[22]	22 6	9 4	1	1	1
196	July 1, 1889	141	18	142	18	6	33, 290	106. 70	[22]	16 0	6 2	1	1	1
793	July 1, 1880	141	20. 92	142	14. 74									
196	July 1, 1889	144	16. 32	145	20. 40	6	58, 375	93. 55	1	12 9	6 9	2	1	2
....	.....	144	25. 56	145	24. 44									
602	July 1, 1889	144	20. 70	145	20. 70									
577	July 1, 1889	23	26. 47	78	26. 35	7	264, 532	144. 95	[128]	50 0	8 9	5	2	[1247]
		27	31. 59	14	30. 10	7	264, 527	.....	.....	.....	.....	5	2	
199	July 1, 1889	23	29. 26	78	28. 75									
		27	36. 30	14	33. 65									
231	July 1, 1889	23	27. 01	78	28. 15									
		27	34. 53	14	31. 89									
606	July 1, 1888	23	31. 25	78	28. 41									
		27	38. 39	14	36. 44									
577	July 1, 1889	15	26. 96	([15])	.....	[146]	26, 482	116. 92	([17])	.....	.....	2	2	([17])
074	July 1, 1885	223	14. 43	224	29. 08	6	24, 317	156. 88	1	11 0	7 6	1	1	[181]
074	July 1, 1884	221	27. 91	200	12. 78	6	24, 317							
		7	30. 3	8	29. 7	7	119, 373	109. 47	2	18 0	9 0	3	1	4
									([21])1	21 0	9 0			
894	July 1, 1884	7	29	8	25. 2	7						.....	.....	([20])
957	July 1, 1883	7	29	8	26. 2	7	.....	.....						
908	July 1, 1889	8	24. 12	8	25. 46	6	24, 111	77. 28	1	12 0	6 7	1	1	1
936	July 1, 1888	35	20. 82	38	20. 92	[24]	29, 234	93. 70	2	19 10	9 0	2	1	2
		37	21	40	23. 43	6	29, 234							

Washington to Fredericksburgh; 1 chief clerk, Washington, D. C.; 7 detailed to office Gen'l Supt. R. M. S.; 2 detailed to office supt. Third Div., R. M. S.; 3 transfer clerks, Washington, D. C.; 1 transfer clerk, Richmond, Va.; 1 transfer clerk, Weldon, N. C., and 4 on short run, Washington to Richmond, 1 acting additional.

[15] 90 miles covered by the Washington and Wilmington R. P. O.

[16] Clerks return on train 14.

[17] Half trips.

[20] ars and clerks shown on through line.

[18] Clerk makes two round trips daily, except Sunday.

[19] 58. 92 miles shown as Albany and Thomasville R. P. O.

[20] One helper.

[21] One reserve car.

[22] 9. 40 miles Climax to Bainbridge, closed-pouch service. (See Table C[illegible])

[23] Balance of route (48.20 miles) covered by Cleveland and Pittsburgh R. P. O.

[24] Clerks make two round trips daily, except Sunday.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Washington, D. C., and Charlotte, N. C.	3	382.04	Washington, D. C., Alexandria, Va. (Alex. and Washn.).	11018	7.42
			Alexandria, Lynchburgh, Va. (Rich. and Dan.).	11002	166.40
			Lynchburgh, Danville Junction (n. o.) (Rich. and Dan.).	11016	65.72
			Danville Junction (n. o.), Va., Charlotte, N. C. (Rich. and Dan.).	11038	143.21
Washington, D. C., and Charlotte, N. C. (short run).	3	174.48	Washington, D. C., Alexandria, Va. (Alex. and Washn.).	11018	[3]
			Alexandria, Lynchburgh, Va. (Rich. and Dan.).	11002	[4]
Washington, D. C., and Huntington, W. Va.	3	436.63	Washington, D. C., Alexandria, Va. (Alex. and Washn.).	11018	[5]
			Alexandria, C. and O. Junction (n. o.), Va. (Rich. and Dan.).	11002	[7]
			C. and O. Junction (n. o.), Va., Huntington, W. Va. (C. and O.).	11005	[9]
Washington and Knoxville, Iowa.	6	77.94	Washington, Knoxville, Iowa (Chi., R. Isl'd and P'ac.).	27016	78.78
Washington, D. C., and Round Hill, Va.	3	53.35	Washington, D. C., Alexandria Junction (n. o.), Va. (Alex. and Washn.).	11018 (part)	[10]
			Alexandria Junction (n. o.), Round Hill, Va. (Rich. and Dan.).	11004	50.63
Washington, D. C., and Strasburgh, Va.	3	93.55	Washington, D. C., Alexandria, Va. (Alex. and Washn.).	11018	[3]
			Alexandria, Manassas, Va. (Rich. and Dan.).	11002 (part)	[11]
			Manassas, Strasburgh, Va. (Rich. and Dan.).	11003	62.93
Washington, D. C., and Wilmington, N. C.	3	362.38	Washington, D. C., Richmond, Va. (R., F. and P.).	11001	115.90
			Richmond, Petersburgh, Va. (R. and P.)...	11008	23.39
			Petersburgh, Va., Weldon, N. C. (Petersburgh).	11009	64
			Weldon, Wilmington, N. C. (W. and W.)..	13002	161.87
Washington, D. C., and Wilmington, N. C., (short run).	3	116.93	Washington, D. C., Richmond, Va. (R., F. and P.).	11001	[14]
Watertown and Madison, Wis	10	38.97	Watertown and Madison, Wis. (Chi., Mil. and St. P.).	25005	38.97
Waycross, Ga., and Chattahoochee, Fla.	4	164.21	Waycross, Ga., Chattahoochee, Fla. (S. F. and W. Rwy.).	15018 (part)	[12]104.14
			Thomasville, Climax, Ga. (S. F. and W. Rwy.).	15031 (part)	28.57 ([12])
			Climax, Ga., Chattahoochee, Fla. (S. F. and W. Rwy.).	15044	32.17
Wells River and Montpelier, Vt.	1	38.64	Wells River, Montpelier, Vt. (Mont. and W. Riv.).	2012	38.85
Wellsville and Bellaire, Ohio...	5	46.85	Wellsville, Bellaire Ohio (Penna. Co.)....	[13]21003 (part)	46.59

[1] Two in reserve.
[2] Four helpers on train 52, Washington, D. C., to Charlottesville, Va., returning on train 53; 1 chief examiner and 1 assistant examiner, 3 detailed to office supt. Third Division, R. M. S.; 1 transfer clerk, Charlottesville, Va., 6 on short run, Washington, D. C., to Lynchburgh, Va.
[3] 7.42 miles covered by the Washington and Charlotte R. P. O.
[4] Shown on through line.
[5] 166.40 miles covered by the Washington and Charlotte R. P. O.
[6] One in reserve.
[7] 107.50 miles covered by the Washington and Charlotte R. P. O.
[8] 322.60 miles covered by the Richmond and Huntington R. P. O. One detailed from the Richmond and Huntington R. P. O., and 2 acting clerks.
[9] One of these cars in reserve.
[10] 4.80 miles covered by the Washington and Charlotte R. P. O.
[11] 25.60 miles covered by the Washington and Charlotte R. P. O.
[12] Three in reserve.
[13] Two helpers, Washington to Petersburgh; 6 helpers, Washington to Richmond; 1 helper,

nited States on June 30, 1889—Continued.

Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	Train No. outward.	Av'gespeed (miles).	Train No. inward.	Av'gespeed (miles).					Length.	Width.			
									Ft. In.	Ft. In.			
July 1, 1889	2	17.85	3	17.85	6	85,350	112.80	1	9 7	6 11	1	1	1
								[11]	9 10	6 11			
July 1, 1889	2	12.08	3	11.27	6	.....	.....	(1)	.....	.....	(1)		
July 1, 1889	2	16.23	3	14.20	6	.....	.....	(2)	.....	.....	(2)		
July 1, 1889	102	17.57	101	18.92	6	77,170	247.34	1	12 0	7 7	1	1	1
July 1, 1887	1	9.65	2	9.83	6	26,095	83.64	1	8 0	8 11	1	1	1
								[31]	9 0	9 0			
July 1, 1887	3	24.26	4	22.32	7	203,932	189.68	(3)	.....	.....	4		
	13	29.89	14	29.11	7	203,932	189.68	.....	.....	.....	4	2	[32]17
July 1, 1889	50	19.15	51	20.89	6	24,380	78.14	1	10 6	6 8	1	1	1
July 1, 1889	32	9.82	31	9.82	6	31,324	100.40	1	10 0	7 0	1	1	1
July 1, 1885	305	23.15	310	23.44	6	38,825	93.33	[31]	15 1	6 10	1	1	[33]3
	315	24.53	316	23.15	6	38,825	.....	1	15 1	6 10	1	1	
								[101]	15 4	6 9			
July 1, 1889	1	22.34	2	25.36	6	134,734	107.96	2	15 9	8 6	4	1	[11]7
								[11]	5 10	5 3			
July 1, 1887	3	13.29	4	14.18	6	13,333	59.40	1	6 10½	4 0	1	1	1
July 1, 1889	16	27.18	7	28.66	6	[12]18,396	117.92	1	7 0	6 0	1	1	1
	26	31.06	17	27.18	6	18,396							
July 1, 1886	451	24.20	452	24.20	7	62,671	[15]128.31	1	16 4	6 10	1	1	1
July 1, 1888	451	21.48	452	23.82	7								
July 1, 1886	1	22.13	2	25.15	7	88,753	121.58	1	17 0	7 4	2	1	2
July 1, 1888	1	18.95	2	18.95	7								
July 1, 1889	31	11	30	13.8	6	41,592	131.60	1	11 3	6 9	1	1	[16]1
								[17]1	15 1	6 9			
July 1, 1889	494	24.99	491	25.81	6	50,731	162.69	1	10 0	4 8	1	1	1
								[11]	9 0	6 0			
July 1, 1886	494	24	491	23.50	6	.....	.....	(18)	.....	.....	(18)		
July 1, 1885	494	24	491	23.50	6	.....	.....	(19)	.....	.....	(19)		
July 1, 1889	494	18.06	491	21.67	6	.....	.....	(20)	.....	.....	(20)		
July 1, 1889	494	17.50	491	22.68	6	.....	.....	(19)	.....	.....	(19)		
July 1, 1885	653	25.41	620	26.34	6	53,408	114.12	1	15 4	6 7	3	1	3
	655	26.48	624	28.75	6	53,408	.....	1	14 10	6 10			
								1	9 9	6 7			
								[101]	10 6	6 8			
July 1, 1889	4	28.91	3	24.58	6	112,214	119.89	2	40 0	8 4	3	4	[21]16
July 1, 1885	4	24.71	3	23.65	6	.....	.....	(22)					
								[11]	40 0	8 4			
July 1, 1889	12	23.71	15	26.85	6	53,801	86.22	2	20 0	9 0	2	1	
								[11]	15 0	8 7			
July 1, 1889	3	32.91	4	24.90	6	155,800	124.84	[243]	20 0	9 2	4	1	6
July 1, 1889	17	23.50	18	26.55	6	74,552	119.48	[242]	15 0	8 0	2	1	
July 1, 1889	19	22.33	20	19.20	6	79,460	141.34	1	7 6	6 6	2	1	2
								[11]	7 6	6 6			
July 1, 1889	19	22.20	20	25.20	6								
July 1, 1889	4	22.25	1	23.70	6	75,984	121.77	[213]	15 0	8 4	2	1	2

service, daily, except Sunday.
ed last yearas Ft.Scottand Kiowa, Kans., O. Decreased distance, 158.02 miles.
miles distance on route 33036, between ott and Wichita, Kans, covered by the ott and Kanopolis, Kans., R. P. O.
ternates with one clerk of Ellsworth and ita, Kans., R. P. O.
clerk.
serve car.
s covered by Hazleton and Sunbury R.

d clerk shown on route 8174.

[20] Eight miles covered by Hazleton and Sunbury R. P. O.
[21] One clerk detailed as transfer clerk at Williamsport, Pa.; one helper, including two Harrisburg and Baltimore R. P. O. clerks.
[22] Cars and clerks shown on route 8006.
[23] 84.60 miles covered by Williamsport and Baltimore R. P. O.
[24] One car in reserve.
[25] 119.48 miles covered by Williamsport and Erie R. P. O.
[26] 15.80 miles covered by Geneva and Williamsport R. P. O.

TABLE A[a].—*Statement of railway post-offices in operation*

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in *italics*.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
Williamston and Rocky Mount, N. C.	3	50.46	Williamston, Tarborough, N. C. (All. and Raleigh).	13020	33.53
			Tarborough, Rocky Mount, N. C. (W. and W.).	13015	17.97
Willimantic and New Haven, Conn.	1	54.69	Willimantic, New Haven, Conn. (N. Y., N. H. and Hart., Air Line Div.).	5014	54.66
Wilmington, N. C., and Jacksonville, Fla.	4	494.14	Wilmington, N. C., Florence, S. C. (W., C. and A. R. R.).	14002 (part)	[2]110.17
			Florence, Charleston, S. C. (N. E. of S. C. R. R.).	14005	102.44
			Charleston, S. C., Savannah, Ga. (Char. and Sav. Rwy.).	14004	115
			Savannah, Ga., Jacksonville, Fla. (Sav., Fla. and West. Rwy.).	15009	171.56
Wilmington, Del., and Landenburgh, Pa.	2	20.38	Wilmington, Del., Landenburgh, Pa. (B. and O.).	9505	19.48
Wilmington and Rutherfordton, N. C.	3	268.70	Wilmington, Charlotte, N. C. (Car. Central).	13003	188.07
			Charlotte, Rutherfordton, N. C. (Car. Central).	13008	81.80
Wilson and Fayetteville, N. C..	3	74.44	Wilson, Fayetteville, N. C. (W. and W.).	13027	74.58
Winchendon and Palmer, Mass.	1	49.94	Winchendon, Palmer, Mass. (Bos. and Alby.).	3030	.....
Winchendon and Worcester, Mass.	1	38.05	Winchendon, Worcester, Mass. (Fitch., Wor. Div.).	3057	([12])
Winfield and Larned, Kans.[15].	7	148.72	Winfield, Belle Plaine, Kans. (D., M. and A.).	[16]33056 (part)	21.05
			Belle Plaine, Larned, Kans. (D., M. and A.)	33038	128.67
Winona and Tracy, Minn.....	10	229.43	Winona, St. Peter, Minn. (Win. and St. Peter).	26015	139.81
			St. Peter, Tracy, Minn. (Win. and St. Peter).	[16]26014 (part)	91.23
Worcester, Mass., and Norwich, Conn.	1	59.72	Worcester, Mass., Norwich, Conn. (N. Y. and N. Eng., Nor. Div.).	5001	59.68
Worcester, Mass., and Providence, R. I.	1	44.14	Worcester, Mass., Providence, R. I. (Prov. and Wor.).	4001	43.92
Worthington, Minn., and Mitchell, Dak.[19]	10	135.31	Worthington, Minn., Salem, Dak. (Chi., St. P., Minn. and Om.).	26020	101.57
			Salem, Mitchell, Dak. (Chi, St. P., Minn. and Om.).	35036	33.10
Yates Center and Sedan, Kans.	7	76.59	Yates Center, Sidell, Kans. (V. V., L and W.).	33063 (part)	([22])
			Sidell, Peru, Kans. (L. and C. V. A. L.)....	33078	52.91
			Peru, Sedan, Kans. (D., M. and A.)	33056 (part)	([23])
Yates City and Rushville, Ill..	6	63.95	Yates City, Rushville, Ill. (Chi., Bur. and Qcy.).	23008	63.27
York and Peach Bottom, Pa...	2	40.67	York, Peach Bottom, Pa. (Y. and P. B.)..	8092	40.59
Ypsilanti and Hillsdale, Mich.	9	62.14	Ypsilanti, Hillsdale, Mich. (L. S. and M. S.).	24024	61.51
Zanesville and Columbus, Ohio	5	68.55	Zanesville, Columbus, Ohio (Col. and East.).	21069	68.66
Zanesville and Marietta, Ohio[27].	5	74.59	Zanesville, Marietta, Ohio (Zanes. and Ohio Riv.).	21100	74.79

[1] Sunday trip.
[2] Eighty-three miles of road covered by Flor. and Aug. R. P. O.
[3] West India mail on trains 14 and 27; clerk running through Wilmington to Jacksonville.
[4] Five reserve cars.
[5] Three helpers; 1 chief clerk, Charleston; 1 chief clerk, Jacksonville; 1 transfer clerk, Charleston; 1 transfer clerk, Jacksonville; 1 transfer clerk, Yemassee; 1 assistant chief clerk, Charleston.
[6] North Division, on trains 23 and 78.
[7] Three reserve cars.
[8] South Division, on trains 35-5 and 6 66.
[9] *One car in reserve.*
[10] *This line* was discontinued January 13, 1889. Clerk shown in column 17, Boston and Northampton R. P. O.
[11] Reserve car.
[12] Covered by Peterboro' and Worcester R. P. O. (37.67 miles).
[13] The cars used on this line are also used on Peterboro' and Worcester R. P. O., shown in column 14, that line.
[14] One clerk detailed as transfer clerk at Worcester, Mass.
[15] Reported last year as Chetopa and Larned, Kans., R. P. O.; decreased distance, 125.16 miles.
[16] 104.61 miles of route 33056, between Chetopa and Dexter, Kans., covered by Nevada, Mo., and Arkansas City, Kans., R. P. O.; and 20.54

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
Lbs.										*Ft. In.*	*Ft. In.*			
369	July 1, 1888	22	15.86	21	14.66	6	36,836	100.92	1	7 0	6 8	1	1	1
609	July 1, 1888	22	15.61	21	15.61	[11]								
3,481	July 1, 1885	509	28.17	502	27.22	6	34,126	109.38	1	10 8	6 10	1	1	1
8,864	July 1, 1888	27	34.8	14	32.4	7	[3]360,722	164.71	[48]	49 9	8 10	6	4	40
		23	27	78	27.5	7								[5]
12,823	July 1, 1888	27	30	14	30	7	[6]155,884	142.36	3	44 0	9 0	3	1	
		23	25.5	78	26	7			[7]					
11,078	July 1, 1888	27	30.7	14	31.9	7	[8]210,824	144.40	3	41 7	9 4	4	1	
		35	23.5	66	26.1	7				42 6	9 5			
12,098	July 1, 1888	27	35.3	14	33.7	7								
		5	20.4	6	22.6	7								
104	July 1, 1889	201	18.46	228	18.46	6	12,717	40.76	[9]2	7 6	6 10	1	1	1
844	July 1, 1888	41	26.03	38	26.03	6	167,669	134.35	2	16 0	9 0	4	1	4
									1	14 3	9 0			
559	July 1, 1888	5	19.56	6	19.56									
189	July 1, 1888	51	21.81	50	21.08	6	46,451	148.88	1	10 0	7 0	1	1	1
187	July 1, 1889	460	15.68	453	24.10	6	16,779	99.88	1	10 0	6 0	1	1	[10]
									[11]1	10 0	6 0			
1,189	July 1, 1889	505	22.20	508	24.12	6	23.743	76.10	[12]	[13]	[13]	1	1	[14]2
605	July 1, 1888	481	18.91	482	18.04	7	108,566	148.72	2	14 11	8 5	2	1	2
457	July 1, 1888	481	16.78	482	17.16	7								
5,964	July 1, 1887	3	28.53	4	20.51	6	143,164	114.71	1	36 0	9 5	4	1	[15]6
									1	35 5	8 7			
2,385	July 1, 1887	3	26.55	4	27.80									
1,134	July 1, 1889	5	20.66	6	22.50	6	37.265	119.44	1	12 2	7 0	1	1	1
3,019	July 1, 1889	8	26.04	7	22.63	6	27,543	88.28	1	16 4	6 8	1	1	2
		36	22.63	33	26.04	6	27,543	.....	1	16 4	6 8	1	1	
									{ 1	16 7	6 8			
								[21]	{ 1	14 0	6 6			
462	July 1, 1887	{ 19 / 21	[16]17.79	{ 20 / 22	18.45	6	84,433	124.68	1	14 4	7 5	[20]1	1	2
262	Feb. 20, 1888	21	14.90	22	16.84	6	.....	145.34	1	8 9	7 5	[21]1	1	
574	July 1, 1889	481	26.34	482	26.34	7	55,911	[22]120.64	[24]	.....	.....	1	1	[23]1
227	July 1, 1888	481	21.16	482	21.16	7								
605	July 1, 1888	481	28.30	482	33.96	7								
922	July 1, 1887	53	27.09	54	24.46	6	39,905	127.90	1	19 4½	8 10	1	1	1
368	July 1, 1889	3	15	2	15	6	25,378	81.34	1	8 6	7 0	1	1	1
									[26]1	13 6	7 0			
351	July 1, 1884	153	23.65	154	24.40	6	38,775	124.28	1	8 8	6 9	1	1	1
406	July 1, 1888	53	27.48	52	27.48	6	42,775	137.10	[25]2	13 6	8 6	1	1	1
449	July 1, 1889	73	27	70	27	6	46,544	149.18	[25]3	13 5	8 3	2	1	2
		[27]71	24.84	72	24.84	6	597							

miles of same route, between Dexter and Winfield, Kans., covered by closed-pouch service. (See Table C°.)

[17] Two helpers, Winona to Owatonna, Minn.

[18] Balance of route (164.14 miles) covered by Tracy, Minn., and Redfield, Dak., R. P. O.

[19] Reported last year as Worthington, Minn., and Sioux Falls, Dak., R. P. O. Service extended to Mitchell, Dak., December 4, 1888, increasing distance 71.90 miles.

[20] East Division, Worthington, Minn., to Sioux Falls, Dak.

[21] West Division, Sioux Falls to Mitchell, Dak.

[22] 17.56 miles distance on route 33063 covered by Holden, Mo., and Coffeyville, Kans., R. P. O.

[23] Clerk is relieved every *third week by the* additional clerk of Fort Scott, Kans., and Webb City, Mo., R. P. O., who alternates between this line, Fort Scott, Kans., and Webb City, Mo., R. P. O., and Arcadia and Cherry Vale, Kans., R. P. O.

[24] Covered by Winfield and Larned, Kans., R. P. O.

[25] 5.66 miles distance on route 33056 covered by Nevada, Mo., and Arkansas City, Kans., R. P. O.

[26] In reserve.

[27] Zanesville and Waterford R. P. O. extended to Marietta, Ohio, increasing distance 20.14 miles, June 11, 1888.

[28] June 26, 1889, additional R. P. O. service placed on trains Nos. 71 and 72.

TABLE A[a].—*Statement of railway post-offices in operation*

RECAPITULATION.

Division,	Number of railway post-office lines.	Number of crews.	Number of railway clerks at work on lines.	Whole number of railway postal clerks appointed to railway lines.	Distance in miles run by clerks from register to register.	Miles of railroad route paid for by Department over which clerks run.
First	75	188	378	421	7,345.49	5,173.56
Second	163	336	571	647	14,130.62	12,158.48
Third	59	174	263	306	7,907.92	6,456.73
Fourth	90	271	351	388	13,246.75	12,546.80
Fifth	141	441	808	868	21,438.55	17,432.12
Sixth	161	438	724	783	23,577.71	23,141.34
Seventh	108	333	523	568	17,519.09	16,993.53
Eighth	37	126	156	165	8,012.15	7,720.63
Ninth	51	173	503	549	7,426.91	6,535.88
Tenth	93	285	404	425	16,037.82	14,917.98
Eleventh	61	200	266	277	11,321.43	11,033.36
Total	1,039	2,965	4,947	5,397	147,970.94	123,110.43
Total as per report for fiscal year ended June 30, 1888	992	2,781	4,641	*5,048	141,368.64	126,310.73
Increase	47	184	306	349	6,602.30	6,799.70

* Including eight vacancies existing on June 30, 1888.

Total miles of railroad routes (including distances from depots to post-offices)	147,970.91
Total miles of railroad routes over which railway postal clerks run	133,110.43
Total miles of railroad routes upon which there is no railroad service by clerks	17,271.10
Total annual miles of service by railway postal clerks (by crews)	124,021,032
Total annual miles of railway service of trains carrying express mail and closed pouches	18,168,821

in the United States June 30, 1889—Continued.

RECAPITULATION.

Annual miles of service performed by crews.	Number of cars and apartments.					Total number of letters and pieces of ordinary mail matter handled, exclusive of mail separated for city delivery.	Total number of registered packages and cases handled.	Total number of through registered pouches, including inner registered sacks handled.
	Whole cars in use.	Whole cars in reserve.	Apartments in use.	Apartments in reserve.	Total cars and apartments.			
6,478,890	27	6	115	52	200	481,100,060	1,173,090	85,708
12,595,398	37	22	237	116	412	781,756,350	2,621,478	150,097
6,864,270	37	11	83	15	146	339,414,160	1,014,542	96,134
11,787,089	27	9	146	29	211	517,689,560	1,632,794	94,763
18,514,019	41	8	246	79	374	1,259,480,060	2,029,737	166,763
17,982,545	79	16	211	41	347	956,318,170	1,923,830	108,131
15,327,072	42	18	183	66	309	821,157,120	1,323,993	134,738
6,331,903	19	.....	77	7	103	252,208,750	774,158	40,898
7,145,629	45	.....	74	15	134	688,640,320	901,707	138,837
11,956,887	33	4	163	38	238	552,599,150	1,368,728	51,163
9,151,330	9	.....	145	27	181	876,473,130	1,103,393	53,681
124,021,032	396	94	1,680	485	2,655	7,026,837,130	15,866,550	1,134,918
122,031,104	366	91	1,616	416	2,489	6,528,772,060	10,001,059	1,103,063
1,989,928	30	3	64	69	166	498,065,070	†134,509	31,835

† Decrease.

Average annual distance run by postal clerks (by crews)	41,828
Total number of letters, pieces of ordinary mail, registered packages, through registered pouches and inner registered sacks handled	7,642,838,598
Total number of errors in distribution (of all kinds)	1,868,825
Average annual number of errors made by each postal clerk	366
Average daily miles run by each postal clerk at work on line	120.26

TABLE B[b].—*Statement of steam-boat mail service, with postal clerks, in operation*

Railroad mail service designation.	Division.	Number of route.	Contract designation, termini of route.	Contractor.	Miles of route.
Arkansas City, Ark., and Vicksburg, Miss.	4	29096	Arkansas City, Ark., Vicksburg, Miss.	.....	198. 75
Baltimore and Benedict, Md.	3	10098	Baltimore, Benedict, Md ..	Henry Williams	123
Baltimore and Crisfield, Md.	3	10095	Baltimore, Crisfield, Md...	Eastern Shore Steam-boat Company.	238. 50
Baltimore, Md., and Fitchetta, Va.	3	11099	Baltimore, Md., Fitchetta, Va.	Maryland Steam-boat Company.	188
Baltimore, Md., and Fredericksburgh, Va.	3	11100	Fredericksburgh, Va., Baltimore, Md.	Henry Williams	293. 50
Baltimore, Md., and Norfolk, Va.	3	11097	Norfolk, Va., Baltimore, Md.	Baltimore Steam Packet Company.	200
Baltimore and Salisbury, Md.	3	10088	Baltimore, Salisbury, Md .	Maryland Steam-boat Company.	140
Baltimore, Md., and West Point, Va.	3	10086	Baltimore, Md., West Point, Va.	.....	196
Bayou Sara and Baton Rouge, La.	4	30095	Bayou Sara, Baton Rouge, La.	.....	32
Cairo, Ill., and Elmot, Ark .	7	28099	Cairo, Ill., Elmot, Ark	John A. Scudder	173
Cape Charles and Norfolk, Va.	2	11094	Cape Charles, Norfolk, Va.	New York, Philadelphia and Norfolk R. R. Co.	38
Demopolis and Mobile, Ala.	5	17098	Demopolis, Mobile, Ala ...	.....	240
Evansville, Ind., and Paducah, Ky.	3	52009	Evansville, Ind., Paducah, Ky. (Ohio River).	G. J. Grammer.....	150. 41
Faisonia and Vicksburg, Miss.	4	18079	Faisonia, Vicksburg, Miss.	.....	209
Franklin, Va., and Edenton, N. C.	3	13097	Edenton, N. C., Franklin, Va.	Albemarle Steam Navigation Company.	108
Geneva and Watkins, N. Y.	2	6985	Geneva, Watkins, N. Y ..	Seneca Lake Steam Navigation Company.	43. 50
Golddust and Memphis, Tenn.	11	29099	Golddust, Memphis, Tenn.	James Lee.....	106. 50

in the United States at any time during the year ended on June 30, 1889.

Annual miles of service.	Number of round trips with clerks per week.	Number of steam-boats on line.	Dimensions of mail apartments.		Number of crews.	Number of clerks to crew.	Average miles run daily by crews.	Number of clerks appointed to line.	Remarks—Connections with railway post-offices, etc.
			Length, feet and inches.	Width, feet and inches.					
62, 407	3	2	8 8	7 8	2	1	85.87	2	Closed-pouch service between Arkansas City and Greenville.
25, 584	2	1	13 0	5 0	1	1	82	1	Connects lines centering at Baltimore.
148, 824	6	2	9 0	10 0	3	1	159	3	Connects lines centering at Baltimore; service on this route is performed between Baltimore and Crisfield (115 miles) 6 times a week and twice a week the residue of the route (123.50 miles) from May 1 to December 31, and twice a week to Crisfield, and once a week the residue of the route from January 1 to April 5 of each year.
39, 104	2	1	10 6	3 0	1	1	125	1	Connects lines centering at Baltimore.
61, 048	2	1	9 8	7 6	2	1	97. 50	2	Connects lines centering at Baltimore, and the Washington and Wilmington and Fredericksburgh and Orange C. H. R. P. O.'s at Fredericksburgh, Va. Additional service is performed on this route twice per week between Baltimore, Md., and Tappahannock, Va.
124, 800	6	1	10 6	7 0	2	1	200	2	Connects lines centering at Baltimore and Norfolk.
		1	10 0	6 0					
43, 680	3	1	6 2	10 3	1	1	140	1	Connects lines centering at Baltimore and at Salisbury with the Philadelphia and Crisfield R. P. O
122, 304	6	1	6 8	6 2	2	1	196	2	Connects lines centering at Baltimore and at West Point with the West Point and Richmond R. P. C
		1	7 9	6 2					
20, 096	6	1	8 0	4 0	1	1	64	1	
53, 976	3	5	8 4	7 0	2	1	86. 50	2	Connects at Cairo, Ill., with Cairo, Ill., and Poplar Bluff, Mo., R. P. O.; Cairo, Ill., and Texarkana, Ark., R. P. O.; Cairo, Ill., and Mobile, Ala., R. P. O.; Cairo, Ill., and New Orleans, La., R. P. O.; Centralia and Cairo, Ill., R. P. O.; Danville and Cairo, Ill., R. P. O., and Paducah, Ky., and Cairo, Ill., R. P. O. (river line). At Columbus Ky., with St. Louis, Mo., and Columbus, Ky., R. P. O.; at Hickman, Ky., with Nashville, Tenn., and Hickman, Ky., R. P. O., and at Elmot, Ark., with Golddust and Memphis, Tenn., R. P. O. (river line).
27, 816	7	1	7 7	6 7	1	1	76	1	Connects Peninsular Junction and Cape Charles R. P. O.; Norfolk and Lynchburgh R. P. O.; Norfolk and Raleigh R. P. O.; Norfolk and Edenton R. P. O.; Norfolk and Richmond R. P. O.; Newport News and Richmond R. P. O.
24, 960	1	1	6 0	5 0	1	1	76	1	
93, 856	6	2	9 2	6 4	2	1	150. 41	2	Makes all connections at Evansville, Ind., Shawneetown, Ill., and Paducah, Ky.; also at Henderson, Ky., with Louisville and Henderson; Henderson and Princeton, and Nashville and St. Louis R. P. O's; at Mount Vernon, Ind., with Nashville and St. Louis, and Fort Branch and Mount Vernon R. P. O's.
21, 806	1	1	[1]	.....	[2]	1	70	1	[1]Mail carried in cabin.
32, 189	3	1		6 9	1	1	108	1	[2]Officer of boat at nominal salary.
27, 144	6	1	8 4	6 4	2	1	87	2	Connects Norfolk and Edenton R. P. O. at Edenton, and Norfolk and Raleigh R. P. O. at Franklin.
			7 0	5 2					Connects Syracuse, Auburn and Rochester R. P. O.; Canandaigua and Elmira R. P. O.; New York and Chicago R. P. O.; Geneva and Williamsport R. P. O.; Lyons and Sayre R. P. O.
33, 228	3	1	7 0	6 0	1	1	106. 50	1	Connects at Elmot, Ark., with Cairo, Ill., and Elmot, Ark., R. P. O. (river line); at Memphis, Tenn., with Chattanooga and Memphis, Tenn., R P. O.; Bowling Green, Ky., and Memphis, Tenn., R. P. O., Paducah, Ky., and Memphis, Tenn., R. P. O.; Kansas City, Mo., and Memphis, Tenn., R. P. O.; Memphis, Tenn., and Little Rock, Ark., R. P. O.; Memphis, Tenn., and Grenada, Miss., R P. O.; Memphis Tenn., and New Orleans, La., R. P. O.; Birmingham, Ala., and Memphis, Tenn., R. P. O.; Memphis, Tenn., and Arkansas City, Ark., R. P. O. (river line); Memphis, Tenn., and Friar's Point, Miss., R. P. O. (river line).

TABLE B[b].—*Statement of steam-boat mail service, with postal clerks, in operation*

Railroad mail service designation.	Division.	Number of route.	Contract designation, termini of route.	Contractor.	Miles of route.
Ticonderoga and Lake George, N. Y.	2	6984	Ticonderoga, Lake George, N. Y.	Champlain Transportation Company.	40
Titusville and Melbourne, Fla.	4	16073	Titusville, Melbourne, Fla.	.....	43
Vicksburg and Natchez, Miss.	4	30091	Vicksburg, Natchez, Miss.	.....	100
Whatcom and Port Townsend, Wash.	8	43097	Port Townsend, Whatcom, Wash.	J. C. Brittain.....	132
Whatcom and Seattle, Wash.	8	43098	Seattle, Whatcom, Wash..	Oregon Railway and Navigation Company.	128

in the United States at any time during the year ended June 30, 1889—Continued.

Annual miles of service.	Number of round trips with clerks per week.	Number of Steamboats on line.	Dimensions of mail apartments.		Number of crews.	Number of clerks to crew.	Average miles run daily by crews.	Number of clerks appointed to line.	Remarks—Connections with railway post-offices, etc.
			Length, feet and inches.	Width, feet and inches.					
9,707	[1]6	1	9 6	.....	(2)	(2)	80	(2)	[1] Service for 4½ months in summer. [2] One acting clerk additional.
26,832	6	1	7 0	6 0	1	1	84	1	Connects Rouse's Point and Albany R. P. O.
31,200	3	1	8 6	8 6	1	1	100	1	
41,184	3	1	7 10	7 0	1	1	132	1	Connects at Port Townsend with the Port Townsend and Seattle R. P. O.
39,936	3	1	12 6	5 6	1	1	128	1	Connects at Seattle with the Port Townsend and Seattle R. P. O.

RECAPITULATION.

Division.	Number of lines.	Total number of crews.	Total number of clerks.	Miles of route run by clerks.	Annual miles run by crews.	Number of mail apartments.
First						
Second	4	3	3	142.50	69,063	7
Third	14	14	14	1,637	645,840	12
Fourth	15	17	17	2,171.75	510,589	18
Fifth	5	7	7	668.03	333,883	9
Sixth						
Seventh	1	2	2	173	53,970	5
Eighth	4	6	6	440	181,284	6
Ninth						
Tenth						
Eleventh	2	2	2	211.50	55,068	2
Total	45	51	51	5,443.78	1,849,703	59
Total as per report for the fiscal year ended June 30, 1888	41	54	54	5,972.80	1,767,649	65
Decrease	*4	3	3	529.02	*82,054	6

* Increase.

Total miles of route	5,443.78
Total annual miles of service	1,849,703
Average annual distance run by crews	36,268

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and parts*
June 30,

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Aberdeen, Muldon, Miss.....	4	18007	Muldon, Aberdeen, Miss	Mobile and Ohio R. R.....
Adelphi and Kingston, Ohio...	5	21099	Adelphi, Kingston, Ohio	Cincinnati, Hocking Valley and Huntington.
Alameda and San Francisco, Cal.	8	46026	Alameda, San Francisco, Cal.	Central Pacific R. R .....
Alamosa and Del Norte, Colo..	7	38011	Alamosa, Del Norte, Colo...	Denver and Rio Grande ....
Albia and Centerville, Iowa....	6	27093	Albia, Relay (n. o.), Iowa ...	Centerville, Moravia and Albia.
		28015 (part)	Relay (n. o.), Centerville, Iowa.	Keokuk and Western.....
Alden and Eldora Junction, Iowa.	6	27088	Eldora Junction, Alden, Iowa.	Chicago, Iowa and Dakota..
Alderson and Luserne.....	2	8170	Luserne, Alderson, Pa	Penn'a and N. Y. Central ....
Alma and Ithaca, Mich.....	9	24030	East Saginaw, Ithaca, Mich.	Detroit, Lansing and Northern.
Alma and Plainview, N. C.....	3	13017	Alma, Plainview, N. C.....	Alma and Little Rock .....
Alta and Bingham Junction, Utah.	8	41006	Bingham Junction, Alta, Utah.	Denver and Rio Grande R. R.
Alton Junction and Alton, Ill.	5	23061	Alton Junction (n. o.), Chicago and Alton Junction (n. o.), Ill.	Indianapolis and St. Louis..
Altoona and Henrietta, Pa	2	8036	Altoona, Henrietta, Pa.....	Penn'a.....
Alvordton and Bryan, Ohio[2]...	5	21075	Alvordton, Carlisle, Ohio ...	Cincinnati, Jackson and Mackinaw.
Americus and Buena Vista, Ga.	4	15047	Americus, Buena Vista, Ga	Savannah and Western R. R.
Amesbury and Salisbury, Mass.	1	3007	Salisbury, Amesbury, Mass.	Boston and Maine R. R .....
Amory and Aberdeen, Miss...	4	18024	Amory, Aberdeen, Miss....	K. C., Mem. and Birm. R. R.
Angelica and Olean, N. Y.....	2	6059	Olean, Angelica, N. Y.....	Lackawanna and Pittston ..
Anglesea and Holly Beach, N. J.	2	7062	Anglesea, Holly Beach, N. J.	West Jersey.....
Anglesea Junction and Anglesea, N. J.	2	7061	Anglesea Junction, Anglesea, N. J.	West Jersey... .....
Anniston and Sylacauga, Ala..	4	17029	Anniston, Sylacauga, Ala...	Anniston and Atlantic R. R
Ansonia and New Haven, Conn.	1	15017	New Haven, Ansonia, Conn.	New Haven and Derby R. R.
Arcata Wharf (n. o.) and Blue Lake, Cal.	8	46052	Arcata Wharf (n. o.), Blue Lake, Cal.	Arcata and Blue Lake R. R.
Argenta and Altheimer, Ark..	11	29026	Argenta, Altheimer, Ark...	St. Louis, Arkansas and Tex. R. R.

of railroads over which no railway post-offices run, in operation during the fiscal year ended 1889.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
9.46	13,811	14	8	July 1, 1888	272	
10.99	6,858	6	12	July 1, 1888	140	
11.26	93,344	69	27	July 1 1886	231	Ogden, Utah, and San Francisco, Cal., R. P. O., Alameda, Oakland, Berkeley, and West Berkeley exchange. Supplied by initial and terminal offices.
31.85	19,874	6	14	July 1, 1886	219	Connects at Alamosa, Colo., with Pueblo and Silverton, Colo., R. P. O.
24.53	15,307	6	16	July 1, 1887	131	
(1)	.....	.....	.....	.....	.....	[1] Distance (2 miles) covered by Keokuk and Hamneston, Iowa, R. P. O. Supplied by initial and terminal offices. Connects at Albia, Iowa, with Burlington and Council Bluffs, Iowa, and with Mason City and Albia, Iowa, R. P. O's; at Centerville, Iowa, with Davenport, Iowa, and Atchison, Kans., and with Keokuk and Hamneston, Iowa, R. P. O's, and at Moravia, Iowa, with Cedar Rapids, Iowa, and Kansas City, Mo., R. P. O.
26.42	32,972	12	16	July 1, 1887	163	Supplied by Eldora and Iowa Falls, Iowa, and by Tama and Hawarden, Iowa, R. P. O. Connects at Eldora, Iowa, with Mason City and Albia, Iowa, R. P. O., and at Iowa Falls, Iowa, with Dubuque and Sioux City, Iowa, and Cedar Rapids, Iowa, and Watertown, Dak., R. P. O's.
14.06	17,547	12	12	July 1, 1889	70	
7.20	8,986	12	6	July 1, 1884	527	Connects at Alma, Mich., with the East Saginaw and Howard City, R. P. O. Balance of route (38.86 miles) covered by the East Saginaw and Howard City R. P. O.
12.30	7,675	6	4	July 1, 1888	71	Connects Wilmington and Rutherfordton R. P. O. at Alma.
18.32	13,374	7	6	July 1, 1886	30	Supplied by Salt Lake City. Connects at Bingham Junction, Utah, with Denver, Colo., and Ogden, Utah, R. P. O.
4.20	5,242	12	4	July 1, 1887	169	
27.92	52,266	18	42	July 1, 1889	367	
.....	187	6	6	July 1, 1889	465	[2] Commencing July 9, 1888, R. P. O. service covered this whole route. (See Addison and Franklin R. P. O. Table A[2].)
29.79	18,588	6	8	July 1, 1888	94	
4.49	12,608	27	28	July 1, 1889	464	Supplied by initial and terminal offices and by Newburyport, Boston, Bangor, and Boston R. P. N., North Conway and Boston R. P. O., and Newburyport and Boston R. P. O.
13.98	10,205	7	4	July 1, 1889	87	
40.69	50,781	12	26	July 1, 1885	130	
3.27	4,081	12	4	July 1, 1889	68	
5.25	6,552	12	8	July 1, 1885	79	
53.96	52,390	6	16	July 1, 1888	103	Twelve times per week between Anniston and Talladega.
13.27	37,262	27	62	July 1, 1889	660	New Haven exchanges pouches with Ansonia, Birmingham, Derby, Orange, Tyler City, Waterbury Seymour, and West Winsted and Bridgeport R. P. O's. Boston, Springfield, and New York R. P. O. with Ansonia, Birmingham, and Derby.
10.60	7,738	7	6	June 21, 1888	128	Supplied by Eureka.
42.96	4,037	6	10	....	.....	New service; not reported last year. Established May 6, 1889. Connects at Argent, Ark., with St. Louis, Mo., and Texarkana, Ark., R. P. O., and with the Fort Smith, Ark., and Leland, Miss., R. P. O., and Memphis, Tenn., and Little Rock, Ark., R. P. O.; also connects at Altheimer, Ark., with the Cairo, Ill., and Texarkana, Ark., R. P. O.

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Artesia and Starkeville, Miss	4	18015	Artesia, Starkeville, Miss...	Mobile and Ohio R. R.....
Ashburnham and Ashburnham Depot, Mass.	1	3070	Ashburnham, Ashburnham Depot, Mass.	Ashburnham R. R.....
Ashland, Wis., and Duluth, Minn.	10	25067	Ashland, Wis., Duluth, Minn.	Northern Pacific .....
Aspen Junction (n. o.) and New Castle, Colo.	7	38039	Aspen Junction (n. o.), New Castle, Colo.	Colorado Midland.....
Atco Junction and Glassborough, N. J.	2	7035	Atco Junction, Glassborough, N. J.	Williamstown .....
Atkins and Bishopville, S. C ..	4	14029	Atkins, Bishopville, S. C...	Bishopville R. R.....
Atlantic and Griswold, Iowa ..	6	27054	Atlantic, Griswold, Iowa...	Chicago, Rock Island and Pacific.
Atlantic and West Quincy, Mass.	1	3065	Atlantic, West Quincy, Mass.	Old Colony R. R.....
Atlantic Highlands and Hopping, N. J.	2	7016	Hopping (n. o.), Atlantic Highlands, N. J.	Central R. R. of New Jersey.
Atoka and Lehigh, Ind. Ter...	11	32001	Atoka, Lehigh, Ind. Ter....	Missouri, Kansas and Texas.
Attica and Covington, Ind	5	22047	Attica, Covington, Ind	Wabash, St. Louis and Pacific.
Auburn and Hope, R. I	1	4008	Auburn, Hope, R. I	New York, Providence and Boston R. R.
Auburn and Warwick, R. I...	1	4010	Auburn, Warwick, R. I	New York, Providence and Boston R. R.
Auburndale Station (n. o.) and Newton Lower Falls, Mass.	1	3027	Auburndale Station (n. o.), Newton, Lower Falls, Mass.	Boston and Albany R. R....
Audubon and Atlantic, Iowa..	6	27044	Atlantic, Audubon, Iowa ..	Chicago, Rock Island and Pacific.
Aurora and Hastings, Nebr...	6	34044	Aurora, Hastings, Nebr....	Burlington and Mo. River in Nebr.
Avoca and Carson, Iowa	6	27068	Avoca, Carson, Iowa.....	Chicago, Rock Island and Pacific.
Balcony Falls and Lexington, Va.	3	11029	Balcony Falls, Lexington, Va.	Chesapeake and Ohio.....
Baldwin and Louisa, La.....	11	30015	Baldwin, Louisa, La	Morgans, Louisiana and Texas (So. Pac.).
Ballston and Schenectady, N.Y.	2	6025	Schenectady, Ballston, N.Y.	Del. and Hud. Canal Co.....
Baltimore and Annapolis, Md.	3	10028	Baltimore, Annapolis, Md ..	Annapolis and Baltimore Short Line.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
11.52	16,819	14	12	July 1, 1888	219	
2.62	5,722	21	20	July 1, 1889	178	Ashburnham exchanges pouches with Boston, Boston and Troy R. P. O., and Essex Junction and Boston R. P. O.
71.69	52,334	7	16	July 1, 1889	98	New service, established July 30, 1888. Supplied by initial and terminal offices: Chicago, Ill., Abbotsford, Wis., and Minneapolis, Minn., and Duluth and Brainerd, Minn., R. P. O's. Connects at Iron River, Wis., with Nestoria, Mich., and Iron River, Wis., pouch service, and at Superior and West Superior, Wis., with Duluth, Minn., and Eau Claire, Wis., R. P. O.
35.98	11,082	7	12	July 1, 1889	211	New service, from January 28, 1889. Connects at Aspen Junction (n. o.), Colo., with Leadville and Aspen, Colo., pouch service, and at Glenwood Springs, Colo., with Denver and Aspen, Colo., R. P. O.
17.71	22,100	12	18	July 1, 1889	174	
15.79	9,853	6	8	July 1, 1889	37	
15.22	9,497	6	8	July 1, 1887	207	Supplied by initial and terminal offices, and by West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Griswold, Iowa, with Griswold and Red Oak, Iowa, pouch service, and at Atlantic, Iowa, with Audubon and Atlantic, Iowa, pouch service.
3.67	6,870	18	18	July 1, 1889	124	Supplied by Boston, Mass.
3.10	4,836	15	6	July 1, 1889	77	
8.11	10,121	12	8	July 1, 1886	32	Double daily service except Sunday. Connects at Atoka, Ind. Ter., with the Sedalia, Mo., and Denison, Tex., R. P. O.
15.78	19,693	12	8	July 1, 1888	54	
10.62	23,194	21	20	July 1, 1889	299	Providence, R. I., exchanges pouches with Howard, Pontiac, Phœnix, Fiskville, Hope, and South Scituate.
7.70	9,600	12	8	July 1, 1889	41	Providence exchanges pouches with Warwick.
2.09	4,564	21	20	July 1, 1889	107	Supplied by initial and terminal offices and Boston, Mass.
26.05	10,255	6	16	July 1, 1887	277	Supplied by initial and terminal offices and by West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Audubon, Iowa, with Manning and Audubon, Iowa, pouch service, and at Atlantic, Iowa, with Atlantic and Griswold, Iowa, pouch service.
29.84	18,630	6	8	Mar. 7, 1887	96	Supplied by initial and terminal offices. Connects at Aurora, Nebr., with Aurora and Arcadia and with Lincoln and Alliance, Nebr., R. P. O's, and at Hastings, Nebr., with Omaha and McCook, Nebr.; Omaha and Hastings, Nebr.; St Joseph, Mo., and Grand Island, Nebr., and with Prosser, Nebr., and Yuma, Kans., R. P. O's., and with Hastings and Red Cloud, Nebr., pouch service.
17.79	11,213	6	10	July 1, 1887	219	Supplied by initial and terminal offices, and by West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Carson, Iowa, with Carson and Hastings, Iowa, pouch service, and at Avoca, Iowa, with Harlan and Avoca, Iowa, pouch service.
22.13	27,618	12	30	July 1, 1889	436	Connects Richmond, Lynchburgh, and Clifton Forge R. P. O. at Balcony Falls, and Baltimore and Lexington R. P. O. at Lexington.
15.25	11,132	7	4	July 1, 1886	25	Connects at Baldwin, La., with the New Orleans, La., and Houston, Tex., R. P. O.
15.20	37,939	24	30	July 1, 1889	251	
28.22	26,414	9	29	July 1, 1889	160	Connects lines centering at Baltimore and Annapolis.

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Baltimore and South Baltimore, Md.	3	10022	Baltimore, South Baltimore, Md.	Baltimore and Ohio
Bangor and Bethlehem, Pa	2	8046	Bethlehem, Bangor, Pa	Central R. R. of New Jersey.
Bangor Junction, Pa., and Brainards, N. J.	2	8115	Bangor Junction, Pa., Brainards, N. J.	Bangor and Portland
Barnegat City and Barnegat City Junction, N. J.	2	7056	Barnegat City, Barnegat City Junction, N. J.	Penn'a
Barnesville and Thomaston, Ga.	4	15019	Barnesville, Thomaston, Ga.	Central R. R
Barstow and Mojave, Cal	8	46042 (part.)	Mojave, Barstow, Cal	Atlantic and Pacific R. R
Barton and St. Clairsville, Ohio.	5	21097	St. Clairsville, Barton, Ohio.	St. Clairsville and Northern.
Barkos and Pottstown, Pa	2	8057	Pottstown, Barkos, Pa	Philadelphia and Reading
Baton Rouge and Baton Rouge Junction, La.	11	30013	Baton Rouge Junction (n. o), Baton Rouge, La	Texas and Pacific
Battle Mountain and Austin, Nev.	8	45003	Battle Mountain, Austin, Nev.	Nevada Central R. R
Bayfield and Ashland Junction (n. o.), Wis.	10	[1]25028 (part.)	Hudson, Bayfield, Wis	Chi., St. Paul, Minn. and Omaha.
Bayhead Junction and Whiting, N. J.	2	7054	Whiting, Bayhead Junction, N. J.	Penn'a
Bay View Junction (n. o.), and Canton Docks (n. o.), Md.	3	10016	Bay View Junction (n. o.), Canton Docks (n. o.), Md.	Philadelphia, Wilmington, and Baltimore.
Beach Tree Junction (n. o) and Beach Tree, Pa.	2	8178	Beach Tree Junction, Beach Tree, Pa.	Rochester and Pittsburgh
Bear Creek and Bear Creek Junction (n. o.), Pa.	2	8181	Bear Creek, Bear Creek, Junction, Pa.	Lehigh Valley
Bear Creek Junction (n. o.) and Morrison, Colo.	7	38022	Bear Creek Junction (n. o.), Morrison, Colo.	Denver, South Park and Pacific.
Beaumont and Sabine Pass, Tex.	11	31045	Beaumont, Sabine Pass, Tex.	Sabine and East Texas (So. Pac.).
Belleville and East St. Louis, Ill.	6	23088	East St. Louis, Belleville, Ill.	Illinois and St. Louis
Belleville and Lawrenceburgh, Kans.	7	33044	Lawrenceburgh, Belleville, Kans.	Junction City and Fort Kearney.
Belmont and Jefferson, Ga	4	15045	Belmont, Jefferson, Ga	Gaines., Jefferson and Southern R. R.
Benore and Tyrone, Pa	2	8113	Tyrone, Benore, Pa	Penn'a
Bennington and North Bennington, Vt.	1	2015	Bennington, North Bennington, Vt.	Bennington and Rutland R. R.
Berlin and Garrett, Pa	2	8090	Berlin, Garrett, Pa	Baltimore and Ohio
Berkeley and West Oakland, Cal.	8	46024	West Oakland, Berkeley, Cal.	Central Pacific R. R
Bermuda Hundred and Winterpock, Va.	3	11017	Bermuda Hundred, Winterpock, Va.	Bright Hope
Bessemer, Mich., and Mellen, Wis.	10	24071	Bessemer, Mich., Mellen, Wis.	Wisconsin Central
Bethel and Hawleyville, Conn.	1	5024	Bethel, Hawleyville, Conn	Danbury and Norwalk R. R.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
9.83	12,268	12	4	July 1, 1889	65	Connects lines centering at Baltimore.
31.48	39,287	12	18	July 1, 1889	240	
4.57	11,407	24	12	July 1, 1889	296	
8.94	11,157	12	6	July 1, 1889	31	
16.35	20,404	12	12	July 1, 1884	149	
71.42	52,137	7	12	July 1, 1886	1,873	Including sacks. Connects at Mojave with San Francisco and Los Angeles R. P. O., and at Barstow with Albuquerque N. Mex., and Los Angeles, Cal., R. P. O. (See Table A[a].) Albuquerque, N. Mex., and Los Angeles, Cal., R. P. O.
4.36	5,441	12	8	July 1, 1888	68	
13.22	20,623	15	20	July 1, 1889	244	
9.50	6,935	7	4	July 1, 1886	106	
90.15	29,063	3	6	July 1, 1886	194	Connects at Battle Mountain, Nev., with Ogden-Utah, and San Francisco, Cal., R. P. O.
21.21	41,911	19	20	July 1, 1887	1,142	[1] Balance of route covered by Ashland, Wis., and St. Paul, Minn., R. P. O. (See Table A[a]). Connects at Ashland Junction (n. o.), Wis., with Ashland, Wis., and St. Paul, Minn., R. P. O.
28.89	36,055	12	18	July 1, 1889	39	
2.10	1,310	6	2	July 1, 1889	128	Connects New York and Washington R. P. O. at Bay View Junction (n. o.), and Baltimore and Norfolk R. P. O. at Canton Docks (n. o.).
2.25	2,808	12	4	July 1, 1889	58	
5.43	3,388	6	4	July 1, 1889	19	
9.55	13,437	(1)	6	July 1, 1886	81	[1] Trains 14 times a week west and 13 times a week east bound. Trains run into Denver, Colo., direct from Morrison.
31.21	9,737	3	2	July 1, 1886	43	Connects at Beaumont, Tex., with the New Orleans, La., and Houston, Tex., R. P. O., and with the Rockland and Beaumont, Tex., R. P. O.
15.35	11,205	7	2	July 1, 1887	79	Supplied by St. Louis, Mo., and by transfer clerk at East St. Louis, Ill. Connects with all lines centering at East St. Louis, Ill.
17.13	21,378	12	13	July 1, 1886	157	Connects at Belleville, Kans., with Topeka and Belleville, Kans., and St. Joseph, Mo., and Colorado Springs, Colo., R. P. O.'s. Trains run from Belleville to Concordia, Kans., and these connect with Atchison and Lenora, Kans., Lincoln, Nebr., and Concordia, Kans., Concordia and Junction City, Kans., and Superior, Nebr., and Strong, Kans., R. P. O.'s.
13.34	4,811	6	4	July 1, 1888	85	
25.61	31,960	12	20	July 1, 1889	92	
5.07	6,327	12	6	July 1, 1889	3,800	Supplied by initial and terminal offices.
8.43	1,052	12	8	July 1, 1889	94	
5.20	13,537	25	26	July 1, 1886	220	Connects with Ogden, Utah, and San Francisco, Cal., R. P. O. Berkeley exchanges with Alameda, Oakland, and San Francisco.
28.61	17,853	6	6	July 1, 1889	31	Connects Washington and Wilmington R. P. O. at Chester.
33.72	45,590	13	16	July 1, 1889	47	Supplied by initial and terminal offices, and by Ashland and Abbotsford, Wis., R. P. O. Connects at Bessemer, Mich., with Ashland and Milwaukee, Wis., R. P. O.
6.08	1,885	6	4	.....	.....	One hundred and fifty-five days, from December 31, 1888. Supplied by initial and terminal offices.

TABLE C°.—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Beulah and Elkader, Iowa.....	6	27023	Beulah, Elkader, Iowa.....	Chicago, Milwaukee and St. Paul.
Big Run and Stewart, Ohio....	5	121096 (part.)	Marietta, Stewart, Ohio	Marietta, Columbus and Northern.
Bingham Junction (n. o.) and Bingham Canyon, Utah.	8	41004	Bingham, Junction (n. o.), Bingham, Canyon, Utah.	Denver and Rio Grande Western Rwy.
Birmingham and Oneonto, Ala.	4	17036	Birmingham, Oneonto, Ala.	Birmingham Mineral R. R..
Birmingham and Pratt Mines, Ala.	4	17023	Birmingham, Pratt Mines, Ala.	Tenn. Coal Iron and R. R. Co
Black Rock and Buffalo, N. Y..	2	6126	Buffalo, Black Rock, N. Y...	N. Y. C. and H. R. R. R.....
Blackville and Barnwell, S. C..	4	14019	Blackville, Barnwell, S. C..	South Carolina R. R.....
Blanchester and Hillsborough, Ohio.	5	21017	Blanchester, Hillsborough, Ohio.	Cincinnati, Washington and Baltimore.
Bloomfield and Titusville, Pa..	2	8068	Bloomfield, Titusville, Pa...	West'n New York and Penn'a.
Blossburgh and Hoytville, Pa.	2	8020 (part.)	Elmira, N. Y., Hoytville, Pa	N. Y., L. E. and Western ...
Blue Springs Junction (n. o.) and Smyrna, Fla.	4	16004	J. T. and K. W. Junction (n. o.), Smyrna, Fla.	Atlantic and Western R. R.
Blue Stone Junction (n. o.) and Dubring, W. Va.	3	12016	Blue Stone Junction (n. o.), Dubring, W. Va.	Norfolk and Western.....
Boelus and Nantasket, Nebr ..	6	34058	Boelus, Nantasket, Nebr....	Omaha, Niobrara and Black Hills.
Boisé City and Nampa, Idaho .	8	42004	Nampa, Boisé City, Idaho ..	Idaho Central Rwy.....
Bon Air Coal Mine and Sparta, Tenn.	5	119013 (part.)	Bon Air Coal Mine, Tullahoma, Tenn.	Nashville, Chattanooga and St. Louis.
Bonne Terre and Summit, Mo.	7	28043	Summit, Bonne Terre, Mo ..	St. Joe and Desloge .....
Boonville and Myrick Station (n. o.), Mo.	7	28059	Boonville, Myrick Station (n. o.), Mo.	Missouri Pacific .....
Boston and Cook Street Station (n. o.), Mass.	1	3074	Boston, Cook Street Station (n. o.), Mass.	Boston and Albany R. R...
Boston and Dedham, Mass.....	1	3036	Boston, Dedham, Mass.....	Old Colony R. R. (Providence Division.)
Boston and Waltham, Mass...	1	3072	Boston, Waltham, Mass	Fitchburg R. R .....
Boston and Winthrop, Mass ..	1	3078	Boston, Winthrop, Mass....	Boston, Revere Beach and Lynn R. R. Co.
Bottineau and Rugby, Dak....	10	35030	Bottineau, Rugby, Dak.....	St. P., Minn. and Manitoba
Boundary Line (n. o.) and Junction (n. o.), Minn.	10	26035	Junction, Boundary Line, Minn.	St. P., Minn., and Manitoba.
Boulder and Sunset, Colo.....	7	38029	Boulder, Sunset, Colo.....	Greeley, Salt Lake and Pacific.
Boulder Creek and Felton, Cal	8	46045	Felton, Boulder Creek, Cal..	South Pacific Coast Rwy ..
Bowling Green and Tontogany, Ohio.	5	21070	Tontogany, Bowling Green, Ohio.	Bowling Green.....
Bradford Junction and Salamanca, N. Y.	2	6102 (part)	Rochester, Salamanca, N. Y.	Buffalo, Rochester, and Pittsburgh.

parts of railroads over which no railway post offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
19.52	12,180	6	20	July 1, 1887	162	Supplied by initial and terminal offices, and by St. Paul, Minn., and McGregor, Iowa, R. P. O.
4.86	2,100	6	2	July 1, 1889	330	[1] Balance of route, Marietta to Big Run, distance 25.04 miles, covered by Marietta and Sharpsburgh R. P. O. (See Table A[8].) October 22, 1888, Marietta and Sharpsburgh R. P. O. was extended from Big Run to Stewart, Ohio, omitting that part of route between Big Run and Sharpsburgh, Ohio, and making it a separate route under number of 21064.
17.33	12,651	7	4	July 1, 1886	64	Supplied by Salt Lake City.
36.68	22,888	6	14			
6.80	8,486	12	4	July 1, 1888	94	
4.59	4,296	9	16	July 1, 1889	210	
9.64	12,068	12	4	July 1, 1888	182	
21.92	27,356	12	26	July 1, 1888	564	
10.49	6,546	6	10	July 1, 1889	59	
[1]15.50	9,728	6	6	July 1, 1886	700	[1] Balance of route (49.35 miles) covered by Elmira and Bloasburgh R. P. O. (See Table A[8].)
28.09	35,056	12	10	July 1, 1888	129	
9.42	5,878	6	8	July 1, 1889	88	Connects Lynchburgh and Pocahontas R. P. O. at Blue Stone Junction (n. o.).
9.74	6,078	6	4	July 1, 1889	14	Supplied by Loup City and Grand Island, Nebr., R. P. O.
26.69	19,484	7	8	June 28, 1888	487	Connects at Nampa, Idaho, with Green River, Wyo., and Huntington, Oregon, and Silver City, and Boisé City. Exchange.
6.55	629	6	2	July 1, 1888	487	[1] Balance of route covered by Sparta and Tullahoma R. P. O., 61.11 miles. (See Table A[8].) On May 6, 1889, route 19013, Sparta to Tullahoma, Tenn. (61.11 miles), extended to Bon Air Coal Mine, Tenn., increasing distance 6.55 miles.
13.20	32,947	24	8	July 1, 1887	128	Connects at Summit, Mo., with St. Louis, Mo., and Columbus, Ky., R. P. O., and St. Louis, Mo., and Texarkana, Ark., R. P. O.
(1)	[2]15.366	7	20	July 1, 1889	373	[1] Covered by Versailles and Lexington, Mo., R. P. O. (See Table A[8].) [2] Closed pouch service, Marshall to Myrick Station (n. o.), Mo. (47.82 miles), July 1 to October 21, 1888, and Boonville to Myrick Station (n. o.), Mo., October 22 to November 18, 1888. Boonville and Lexington, Mo., R. P. O. from November 19, 1888.
9.14	25,665	27	89	July 1, 1889	1,142	Supplied by Boston, Mass.
9.75	18,252	18	51	July 1, 1889	627	Boston exchanges pouches with Jamaica Plain, Roslindale, West Roxbury, and Dedham.
11.05	20,685	18	24	July 1, 1889	316	Waltham exchanges pouches with Watertown, Boston, Boston and Troy R. P. O. Boston exchanges with Watertown.
5	9,360	18	6	July 1, 1889	232	Supplied by initial and terminal offices.
38.10	11,887	3	10	July 1, 1888	132	Supplied by initial and terminal offices. Connects at Rugby, Dak., with Barnesville, Minn., and Minot, Dak., R. P. O.
2.15	.....	.....	.....	.....	.....	No service. Last year Boundary Line (n. o.) and St. Paul, Minn., R. P. O. ran over this route.
13.05	8,143	6	14	July 1, 1886	116	Connects at Boulder, Colo., with Greeley and Denver, Colo., R. P. O., and Brighton and Boulder, Colo., pouch service.
8.14	11,032	13	12	July 1, 1886	66	Connects with San Francisco and Santa Cruz R. P. O.
6.42	12,590	18	8	July 1, 1888	224	
[1]1.23	1,660	12	6	July 1, 1889	931	[1] Balance of route (107.90 miles) covered by Rochester and Punxsutawney R. P. O. (See table A[8].)

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Braintree Junction (n. o.) and Kingston Station, (n. o.) Mass.	1	3064	Braintree Junction, (n. o.), Kingston Station (n. o.). Mass.	Old Colony R. R.
Brandon and Markesan, Wis.	10	25055	Brandon, Markesan, Wis.	Chi., Mil. and St. Paul
Brandywine and Mechanicsville, Md.	3	10025	Brandywine, Mechanicsville, Md.	Washington and Potomac
Brazil and Saline City, Ind	5	22053	Brazil, Saline City, Ind	Evansville and Indianapolis
Breadysville and Abington Station, Pa.	2	8109	Abington Station, Breadysville, Pa.	Philadelphia and Reading
Bremo Bluff and Arvonia, Va.	3	11041	Bremo Bluff, Arvonia, Va.	Chesapeake and Ohio
Bridgeport and Exton, Pa	2	8007	Bridgeport, Exton, Pa	Philadelphia and Reading
Bridgeton and Bridgeton Junction (n. o.), Me.	1	22	Bridgeton Junction (n. o.), Bridgeton, Me.	Bridgeton and Saco River R. R.
Brighton and Boulder, Colo	7	38002	Brighton, Boulder, Colo	Denver and Boulder Valley
Brisbin and Goss Run Junction, Pa.	2	8120	Brisbin, Goss Run Junction, Pa.	Pennsylvania
Bristol and Franklin, N. H.	1	1020	Franklin, Bristol, N. H.	Boston and Maine R. R., Lowell System Northern R. R.
Brookfield Junction (n. o.), and Danbury, Conn.	1	5022	Danbury, Brookfield Junction (n. o.), Conn.	Housatonic R. R.
Brownwood and Bollinger's Mills, Mo.	7	28065	Brownwood, Bollinger's Mills, Mo.	Cape Girardeau Southwestern.
Bucklin and Dodge City, Kans.	7	33092	Bucklin, Dodge City, Kans.	Chicago, Rock Island and Pacific.
Burke and Cœur d'Alene, Idaho	8	42003	Cœur d'Alene, Burke, Idaho.	Cœur d'Alene Rwy. and Nav. Co.
Burlington and Lumberton, N. J.	2	7007	Burlington, Lumberton, N. J.	Penna. (Amboy Div.)
Bustleton R. R. Station and Holmesburgh Junction, Pa.	2	8161	Holmesburgh Junction, Bustleton R. R. Station.	Penna
Buzzard's Bay and Wood's Holl, Mass.	1	3045	Buzzard's Bay, Wood's Holl, Mass.	Old Colony R. R
Cades and St. Martinsville, La.	11	30012	Cades, St. Martinsville, La.	Morgans, Louisiana and Texas (So. Pac.)e
Calais and Princeton, Me	1	17	Calais, Princeton, Me	St. Croix and Penobscot R. R.
Calamine and Platteville, Wis	10	25021	Calamine, Platteville, Wis.,	Chi., Mil. and St. Paul
Calumet and Houghton, Mich.	10	24067	Houghton, Calumet, Mich.	Mineral Range
Calverton and Warrenton, Va.	3	11024	Calverton, Warrenton, Va.	Richmond and Danville
Cameron and Carthage, N. C.	3	13036	Cameron, Carthage, N. C	Carthage
Cameron and Kansas City, Mo.	7	28060	Cameron, Kansas City, Mo.	Chicago, Rock Island and Pacific.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
32.20	40,185	12	88	July 1, 1889	549	Supplied by Boston, Mass.
11.91	7,432	6	10	July 1, 1887	131	Supplied by Brandon, Wis., and by Oshkosh and Milwaukee, Wis., R. P. O.
20.30	12,667	6	28	July 1, 1889	330	Connects Bowie and Popes Creek R. P. O. at Brandywine.
12.31	7,681	6	16	July 1, 1889	92	
9.83	12,268	12	14	July 1, 1889	253	
4.93	3,076	6	2	July 1, 1889	18	Connects Richmond, Lynchburgh, and Clifton Forge R. P. O. at Bremo Bluff.
16.93	21,129	12	20	July 1, 1889	98	
16.30	20,342	12	18	July 1, 1889	305	Portland and Swanton R. P. O. exchanges pouches with Sandy Creek, Bridgeton, North Bridgeton, and Harrison.
28.12	20,528	7	18	July 1, 1886	274	Trains are run from Denver, Colo.; connects at Boulder, Colo., with Greeley and Denver, Colo., R. P. O., and Boulder and Sunset pouch service, and at Erie and Canfield, Colo., with Lyons and Denver, Colo., pouch service.
1.04	649	6	2	July 1, 1889	61	
13.13	16,396	12	24	July 1, 1889	319	Supplied by initial and terminal offices St. Albans and Boston R. P. O., Claremont and Boston R. P. O., and Concord, N. H.
6.30	17,690	27	16	July 1, 1889	263	Danbury exchanges with Pittsfield and Bridgeport R. P. O.
8.63	5,385	6	4	July 1, 1889	36	Connects at Brownwood, Mo., with Cape Girardeau and Hunter (n. o.), Mo., R. P. O.
26.55	14,868	14	12	July 1, 1889	144	Covered last year and from July 1, 1888, to Feb. 10, 1889, by Herington and Dodge City, Kans., R. P. O. Connects at Bucklin, Kans., with Pratt and Liberal, Kans., R. P. O., and at Dodge City, Kans., with Kansas City, Mo., and Pueblo, Colo., R. P. O., and Dodge City and Montezuma, Kans., pouch service.
99.16	61,876	6	33	July 1, 1889	434	Supplied by Spokane Falls, Wash., and Portland, Oregon, R. P. O., and Spokane Falls, and exchanges with initial and terminal offices.
10.42	12,804	12	4	July 1, 1889	134	
4.04	6,302	15	6	July 1, 1889	175	
17.83	22,253	12	32	July 1, 1889	553	Boston and Wellfleet R. P. O. exchanges pouches with Monument Beach, Pocasset, Cataumet, North Falmouth, West Falmouth, East Falmouth, Wood's Holl, Cottage City, Edgartown, Waquoit, Vineyard Haven, Nantucket, and Siasconset.
7.06	10,307	14	4	July 1, 1886	83	Connects at Cadca, La., with New Orleans, La., and Houston, Tex., R. P. O.
21.28	13,279	6	8	July 1, 1889	135	Calais exchanges pouches with Baring, Princeton, and Milltown. Princeton exchanges with Baring.
18.74	25,061	18	26	July 1, 1887	282	Supplied by initial and terminal offices, and by Rockford, Ill., and Mineral Point, Wis., R. P. O. Connects at Platteville, Wis., with Montfort, Wis., and Galena, Ill., R. P. O.
15.85	23,141	14	[1]36	Apr. 15, 1886	318	Supplied by Houghton, Mich., and by Mackinaw City and Houghton, Mich., R. P. O. [1] 14 of these are to and from route 24069, carried only 1 mile by this route. Transferred on junction opposite Houghton, Mich.
9.25	27,010	28	16	July 1, 1889	351	Connects Washington and Charlotte and Washington and Huntington R. P. O's at Calverton.
10.78	6,727	6	4	July 1, 1889	133	Connects Raleigh and Gibson's Station R. P. O. at Cameron.
55.06	80,388	14	15	July 1, 1887	3,017	Quincy, Ill, and Kansas City, Mo., R. P. O. runs over same track between Cameron and Kansas City, Mo. Trains over this route carry closed pouches between Kansas City, Mo., and lines centering there, and Davenport, Iowa, and Atchison, Kans. R. P. O, and Trenton, Mo., and Leavenworth, Kans., R. P. O.

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Campbell and New Almaden, Cal.	8	46049	Campbell, New Almaden, Cal.	South Pacific Coast Rwy ...
Canada Line and Rouse's Point, N. Y.	2	6066	Rouse's Point, Canada Line, N. Y.	Grand Trunk .....
Canada Line (n. o.) and St. Albans, Vt.	1	2006	St. Albans, Vt., Canada Line (n. o.).	Central Vermont R. R .....
Cañon City and Westcliffe, Colo.	7	38010	Cañon City, Westcliffe, Colo.	Denver and Rio Grande ....
Canton Junction (n. o.) and Stoughton, Mass.	1	3037	Canton Junction (n. o.), Stoughton, Mass.	Old Colony R. R. (Providence Division).
Cape Vincent and Watertown, N. Y.	2	6035	Watertown, Cape Vincent, N. Y.	Rome, Watertown and Ogdensburgh.
Carbon Centre, Mo., and Miami, Kans.	7	28041	Miami, Kans., Carbon Centre, Mo.	Kansas City, Fort Scott and Memphis.
Carbondale and Grand Tower, Ill.	6	23039	Carbondale, Grand Tower, Ill.	Grand Tower and Carbondale.
Cardigan Junction (n. o.) and St. Paul, Minn.	10	26062	Cardigan Junction (n. o.), St. Paul, Minn.	Minn., St. P. and S. Ste. Marie.
Carey and Findlay, Ohio.....	5	21021	Carey, Findlay, Ohio	Cincinnati, Sandusky and Cleveland.
Caro and Saginaw, Mich.....	9	24014	Saginaw, Caro, Mich	Michigan Central.....
Carrington and Sykeston, Dak	10	35040	Carrington, Sykeston, Dak..	Northern Pacific.....
Carroll and Kirkman, Iowa....	6	27071	Carroll, Kirkman, Iowa	Chicago and Northwestern..
Carrollton, N.Y., and Bradford Pa.	2	8024	Bradford, Pa., Carrollton, N. Y.	New York, Lake Erie and Western.
Carson and Hastings, Iowa....	6	27058	Hastings, Carson, Iowa	Chicago, Burlington and Quincy.
Carthage and San Antonio, N. Mex.	7	39009	San Antonio, Carthage, N. Mex.	Atchison, Topeka and Santa Fé.
Castleton and Gunnison, Colo.	7	38038	Gunnison, Castleton, Colo..	Denver, South Park and Pacific.
Castroville and Monterey, Cal.	8	46030	Monterey, Castroville, Cal.	Southern Pacific Co.....
Cedar Falls and Hudson, Iowa.	6	127056 (part)	Des Moines, Cedar Falls, Iowa	Chicago, St. Paul and Kansas City.
Centralia and Columbia, Mo...	7	28009	Centralia, Columbia, Mo....	Wabash Western.....
Centerville and Yankton, Dak.	10	35021	Centerville, Yankton, Dak.	Chicago and Northwestern..

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
12.86	8,025	6	6	July 12, 1886	103	Supplied by San José and connects with San Francisco and Santa Cruz R. P. O.
1.71	2,134	12	[1]24	July 1, 1889	3,202	(1) All sacks.
17.33	10,814	6	8	July 1, 1889	1,151	St. Albans and Boston R. P. O. exchanges pouches with Highgate Springs, Vt., and Montreal, P. Q.
33.52	20,916	6	3	July 1, 1886	264	Connects at Cañon City, Colo., with Denver and Aspen, Colo., and Denver, Colo., and Ogden, Utah, R. P. O's.
4.00	9,984	24	18	July 1, 1889	247	Stoughton exchanges pouches with Boston, Mass., and Providence, R. I.
2.577	32,061	12	26	July 1, 1889	393	
24.05	15,007	6	32	July 1, 1887	171	Connects at Rich Hill, Mo., with Kansas City and Joplin, Mo., R. P. O., and at Miami, Kans., with Kansas City, Mo., and Memphis, Tenn., R. P. O.
26.80	33,446	12	10	July 1, 1887	192	Supplied by Carbondale, Ill., and by Centralia and Cairo, Ill. R. P. O. Connects at Murphysborough, Ill., with St. Louis, Mo., and Cairo, Ill., and with St. Louis, Mo., and Paducah, Ky., R. P. O's.
8.00	4,992	6	2	July 1, 1889	900	Connects Rhinelander, Wis., and Minneapolis, Minn., R. P. O. with St. Paul, Minn., and lines centering there.
15.50	19,344	12	14	July 1, 1838	281	
35.85	67,111	18	34	July 1, 1884	281	At Vassar, Mich., connects East Saginaw and Port Huron and Mackinaw City and Detroit R. P. O's. At East Saginaw, Mich., connects Bay City, Wayne and Detroit, East Saginaw and Howard City, Ludington and Toledo, and Manistee and East Saginaw R. P. O's. At Saginaw, Mich., connects Bay City and Jackson R. P. O.
13.14	8,199	6	6	.....	.....	New service established May 1, 1889. Supplied by Carrington, Dak., and by Fargo and Minnewaukon, Dak., R. P. O.
35.07	21,884	6	16	July 1, 1887	335	Supplied by Carroll and Manning, Iowa, and by Cedar Rapids and Council Bluffs, Iowa, R. P. O. Connects at Carroll, Iowa, with Carroll and Moville-Iowa, R. P. O., and at Manning, Iowa, with Marion and Council Bluffs, Iowa, R. P. O., and with Manning and Audubon, Iowa, pouch service.
11.58	25,291	21	30	July 1, 1889	791	
16.24	16,134	6	6	July 1, 1885	879	Supplied by initial and terminal offices and by Burlington and Council Bluffs, Iowa, R. P. O. Connects at Carson, Iowa, with Avoca and Carson Iowa, pouch service, and at Hastings, Iowa, with Hastings and Sidney, Iowa, pouch service.
9.01	6,577	7	8	July 1, 1887	145	Connects at San Antonio, N. Mex., with Albuquerque, N. Mex., and El Paso, Tex., R. P. O.
15.49	9,666	6	2	May 26, 1884	385	Connects at Gunnison, Colo., with Denver, Colo., and Ogden, Utah, R. P. O., and Crested Butte and Gunnison, Colo., pouch service.
16.67	22,571	13	14	July 1, 1886	169	Connects at Castroville with San Francisco and Santa Margarita R. P. O., Sacramento and San Francisco R. P. O., San Francisco and Salinas exchange mails with Pacific Grove and Monterey by express trains.
10.59	13,216	12	4	July 1, 1887	612	[1]Balance of route covered by Oelwein and Des Moines, Iowa, R. P. O. (See Table A[8].) Connects Cedar Falls, Iowa, with Oelwein and Des Moines, Iowa, R. P. O.
22.14	32,324	14	26	July 1, 1887	524	Connects at Centralia, Mo., with St. Louis, Moberly and Kansas City, Mo., and St. Louis, Louisiana and Kansas City, Mo., R. P. O.'s.
29.39	36,679	12	14	July 1, 1886	271	Supplied by Yankton, Dak., and by Oakes, Dak., and Hawarden, Iowa, R. P. O. Connects at Yankton, Dak., with Manilla, Iowa, and Mitchell, Dak., R. P. O.

TABLE C°.—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Chadbourn, N. C., and Conway, S. C.	3	13024	Chadbourn, N. C., Conway, S. C.	Wilmington, Chadbourn and Conway.
Chagrin Falls and Solon, Ohio	5	21079	Solon, Chagrin Falls, Ohio	Chagrin Falls and Southern.
Chambersburgh, Pa., and Edgemont, Md.	2	10021	Edgemont, Md., Chambersburg, Pa.	Western Maryland
Chambersburgh and Waynesborough, Pa.	2	8077	Chambersburgh, Waynesborough, Pa.	Mont Alto
Chatham and Hudson, N. Y.	2	6069	Hudson, Chatham, N. Y.	Boston and Albany
Chatham Station (n. o.) and Harwich Junction (n. o.), Mass.	1	3081	Chatham Station (n. o.), Harwich Junction (n. o.), Mass.	Old Colony R. R.
Chehaw (n. o.) and Tuskegee, Ala.	4	17019	Chehaw (n. o.), Tuskegee, Ala.	Tuskegee R. R.
Cherry Vale and Coffeyville, Kans.	7	[1]33004 (part)	Lawrence, Coffeyville, Kans.	Southern Kansas
Cherry Valley and Cobleskill, N. Y.	2	6027	Cobleskill, Cherry Valley, N. Y.	Delaware and Hudson Canal Co.
Cheviot and Cincinnati, Ohio[1].	5	21104	Cincinnati, Cheviot, Ohio	Cincinnati and Westwood
Chippewa Falls and Eau Claire, Wis.	10	[1]25026 (part)	Abbotsford, Eau Claire, Wis	Wisconsin Central
Claremont and Belfield, Va.	3	11034	Claremont, Belfield, Va	Atlantic and Danville
Claremont and Claremont Junction (n. o.), N. H.	1	1009 (part)	Concord, Claremont Junction (n. o.), N. H.	Boston and Maine R. R. (Lowell system.)
Clarion Junction and Clarion, Pa.	2	8147	Clarion Junction, Clarion, Pa.	Pittsburgh and Western
Clarke City and Buckingham, Ill.	6	23086	Buckingham, Clarke City, Ill.	Illinois Central
Clifton, Ariz., and Lordsburg, N. Mex.	8	39012	Lordsburg, N. Mex., Clifton, Ariz.	Arizona and New Mexico R. R.
Climax and Bainbridge, Ga.	4	15031 (part)	Thomasville, Bainbridge, Ga	Savannah, Florida and Western Rwy.
Clinton and Port Hudson, La.	11	30006	Clinton, Port Hudson, La.	Louisville, New Orleans and Texas R. R.
Cloquet and Northern Pacific Junction, Minn.	10	26036	Junction, Cloquet, Minn	St. Paul and Duluth
Clove Valley and Clove Branch Junction, N. Y.	2	6114	Clove Branch Junction, Clove Valley, N. Y.	Newburgh, Dutchess and Connecticut.
Coalport and Cresson, Pa.	2	8168	Coalport, Cresson, Pa	Clearfield County and N. Y. Short Route.
Coburn Junction and Ponca, Nebr.	9	34007	Coburn Junction, Ponca, Nebr.	Chicago, St. Paul, Minn. and Omaha.
Cochran and Hawkinsville, Ga.	4	15038	Cochran, Hawkinsville, Ga.	E. Tenn., Va., and Ga. R. R.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
39.17	24,442	6	12	July 1, 1888	83	Connects Wilmington and Jacksonville R. P. O., at Conway.
5.57	13,903	24	12	July 1, 1888	207	
21.93	54,787	18	36	July 1, 1889	128	
22.18	27,681	12	16	July 1, 1889	338	
17.96	28,018	15	16	July 1, 1889	173	
7.04	1,098	6	12	.....	.....	Supplied by Boston and Wellfleet R. P. O.'s (new route) from April 1, 1889 (78 days).
6	7,468	12	8	July 1, 1888	143	
16.68	24,353	14	14	July 1, 1889	605	[1]27.39 miles of route 33004, between Lawrence and Ottawa, Kans., covered by Lawrence and Gridley, Kans., R. P. O. and 97.80 miles, between Ottawa and Cherry Vale, Kans., by Kansas City, Mo., and Wellington, Kans., R. P. O. (See Table A[a].) Connects at Cherry Vale, Kans., with Kansas City, Mo., and Wellington, Kans., R. P. O. Arcadia and Cherry Vale, Kans., R. P. O., and St. Louis, Mo., and Halstead, Kans., R. P. O., connects at Coffeyville, Kans., with Holden, Mo., and Coffeyville, Kans., Nevada, Mo., and Arkansas City, Kans., and Paola and Coffeyville, Kans., R. P. O.'s.
22.86	42,794	18	16	July 1, 1889	245	
7.50	1,440	12	18	.....	.....	[1] Service established May 6, 1889.
11.29	24,657	21	6	July 1, 1887	1,465	[1] Balance of route covered by Chicago, Ill., Abbotsford, Wis., and Minneapolis, Minn., R. P. O. (See Table A[a].) Connects at Eau Claire, Wis., with Duluth, Minn., and Eau Claire, Wis., and Eau Claire, Wis., and Wabash, Minn., and St. Paul, Minn., and Elroy, Wis., R. P. O.'s.
55.10	34,382	6	38	July 1, 1889	93	Connects Norfolk and Lynchburgh R. P. O. at Waverly Station, and Washington and Wilmington R. P. O. at Belfield.
2.02	6,302	30	24	July 1, 1889	1,083	Balance of route (54.90 miles) covered by R. P. O. service. (See Table A[a].) Supplied by Newport and Springfield R. P. O.'s and Claremont and Boston R. P. O.
6.42	16,024	24	10	July 1, 1889	270	
9.72	6,065	6	2	July 1, 1888	119	Supplied by Buckingham, Ill., and by Kankakee, and Kankakee Junction, Ill., R. P. O.
71.51	44,628	6	8	July 1, 1889	137	Connects at Lordsburg with El Paso, Tex., and Los Angeles, Cal., R. P. O. Supplied by initial and terminal offices.
9.40	19,589	10	6	July 1, 1884	881	
22.10	7,739	[1]6	4	July 1, 1886	65	[1] Mondays, Wednesdays, and Fridays trains runs from Clinton to Port Hudson. Tuesdays, Thursdays, and Saturdays trains run from Clinton to Ethel only (8 miles). Connects at Ethel, La., with Memphis, Tenn., and New Orleans, La., R. P. O.
6.67	8,324	12	8	July 1, 1887	101	Supplied by Northern Pacific Junction, Minn., and by Duluth, and St. Paul, Minn., R. P. O. Connects at Northern Pacific Junction, Minn., with Duluth, and Brainerd, Minn., R. P. O.
8.10	5,054	6	6	July 1, 1889	72	
24.60	15,350	6	18	July 1, 1889	114	
16.44	10,258	6	8	July 1, 1886	194	Supplied by Sioux City, Iowa. Connects at Coburn Junction, Nebr., with Sioux City, Iowa, and Omaha, Nebr., and with Sioux City, Iowa, and Norfolk, Nebr., R. P. O.'s.
10.52	20,912	10	6	July 1, 1888	179	

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Colby and Oakley, Kans	7	33085	Colby, Oakley, Kans	Oakley and Colby
Coleman and Mount Pleasant, Mich.	9	24043	Coleman, Mount Pleasant, Mich.	Flint and Pere Marquette..
Colony and Neosho Falls, Kans.	7	33072	Colony, Neosho Falls, Kans.	Chicago, Kansas and Western.
Colorado Springs and Manitou Springs, Colo.	7	38030	Colorado Springs Station (n. o.), Manitou Station (n. o.), Colo.	Denver and Rio Grande ....
Colton and Scofield, Utah	8	41009	Colton, Scofield, Utah	Denver and Rio Grande Rwy.
Columbia Junction and Delaware Station, N. J.	2	7059	Delaware Station, Columbia Junction, N. J.	N. Y., Susquehanna and Western.
Columbus and La Grange, Tex.	11	31014	Columbus, La Grange, Tex.	Galveston, Harrisburg and San Antonio (So. Pac.).
Colusa and Sites, Cal	8	46048	Colusa, Sites, Cal	Colusa and Lake R. R .....
Como and Buena Vista, Colo..	7	38031	Como, Buena Vista, Colo....	Denver, South Park and Pacific.
Como and King, Colo	7	38032	Como, King, Colo	Denver, South Park and Pacific.
Conesus Lake Junction and Lakeville, N. Y.	2	6047	Conesus, Lake Junction, Lakeville, N. Y.	Conesus Lake
Cook Street Station (n. o.) and Bellingham, Mass.	1	3033	Cook Street Station (n. o.), Bellingham, Mass.	New York and New England R. R.
Coopers and Elkhorn, W. Va..	3	12022	Coopers, Elkhorn, W. Va ..	Norfolk and Western
Cooperstown and Cooperstown Junction, N. Y.	2	6086	Cooperstown, Cooperstown Junction, N. Y.	Cooperstown and C. Valley.
Cooperstown and Sanborn, Dak.	10	35018	Sanborn, Cooperstown, Dak.	San., Coop. and Turtle Mountain.
Copley and Orono, Mich	9	24059	Orono, Copley, Mich	Grand Rapids and Indiana .
Corbin and Pineville, Ky[1]	5	20037	Corbin, Pineville, Ky	Louisville and Nashville...
Cornwall and Conewago, Pa ..	2	8154	Cornwall, Conewago, Pa	Cornwall and Lebanon.....
Cortland and Sycamore, Ill....	6	23052	Cortland, Sycamore, Ill	Chicago and Northwestern.
Coudersport and Port Allegheny, Pa.	2	8144	Port Allegheny, Coudersport, Pa.	Coudersport and Port Allegheny.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
(1)	7,477	6	8	July 1, 1888	202	[1] Miles of route (22.12) now covered by Salina and Oakley, Kans., R. P. O. [2] Service from July 1, 1888, to January 13, 1889.
15.03	18,757	12	16	July 1. 1884	210	Connects at Coleman, Mich., with Ludington and Toledo and Manistee and East Saginaw R. P. O's. Connects at Mount Pleasant, Mich., with the Cadillac and Toledo R. P. O.
12.17	7,594	6	12	July 1, 1888	80	Connects at Colony, Kans., with Kansas City, Mo., and Wellington, Kans., R. P. O., and Butler, Mo., and Madison, Kans., R. P. O. Connects at Neosho Falls, Kans., with Junction City and Parsons, Kans., R. P. O.
5.40	23,652	42	14	July 1. 1886	235	Connects at Colorado Springs, Colo., with Denver and Aspen, Colo., R. P. O., Denver, Colo., and Ogden, Utah, R. P. O., Denver and Pueblo, Colo., pouch service, Colorado Springs and Leadville, Colo., R. P. O., St. Joseph, Mo., and Colorado Springs, Colo., R. P. O., and Manitou Junction and Colorado Springs, Colo., pouch service. Connects at Colorado City and Manitou Springs, Colo., with Colorado Springs and Leadville, Colo., R. P. O.
17.40	10,858	6	6	July 1, 1886	19	Connects at Colton with Denver, Colo., and Ogden, Utah, R. P. O.
3.16	1,972	6	2	July 1, 1889	59	
31.60	19,718	6	10	July 1, 1886	233	Connects at Columbus, Tex., with the Houston and Eagle Pass, Tex., R. P. O., and at La Grange, Tex., with the Taylor and Fayetteville, Tex., R. P. O.
21.92	16,002	7	12	June 27, 1888	118	Connects at Colusa Junction with Redding and Sacramento R. P. O.
48.38	35,317	7	14	July 1, 1886	458	Connects at Como, Colo., with Denver and Leadville, Colo., R. P. O., and Como and King, Colo. pouch service; at Garo, Colo., with Garo and London, Colo., pouch service; at Schwander's Station (n. o.), Colo., with Schwander's Station (n. o.) and St. Elmo, Colo., pouch service, and at Buena Vista, Colo., with Denver and Aspen, Colo., R. P. O., and Colorado Springs and Leadville, Colo., R. P. O. Trains run from Como to Buena Vista, to Schwander's Station (n. o), thence over route 38014 to St. Elmo, Colo.
3.48	2,172	6	2	July 1, 1888	24	Connects at Como, Colo., with Denver and Leadville, Colo., R. P. O., and Como and Buena Vista, Colo., pouch service.
1.90	2,371	12	4	July 1, 1889	40	
22.64	28,245	12	56	July 1, 1889	301	Boston exchanges pouches with Newton Upper Falls, Highlandville, Needham, Charles River Village, Dover, Millis, Medway, West Medway, Caryville, Bellingham, and North Bellingham.
8.10	5,054	6	8	July 1, 1889	68	Connects Lynchburgh and Pocahontas R. P. O. via route 12016.
16.50	20,592	12	22	July 1, 1889	485	
36.35	22,682	6	8	July 1, 1886	115	Supplied by initial and terminal offices. Connects at Sanborn, Dak., with St. Paul, Minn., and Mandan, Dak., R. P. O.
14.62	18,246	12	12	Oct. 15, 1885	102	At Orono, Mich., connects Cadillac and Fort Wayne and Mackinaw City and Grand Rapids R. P. O's.
.....	2,892	6	18	July 1, 1889	284	[1] Railway post-office service established on this route August 24, 1888. (See Table A[a].)
16.96	21,168	12	12	July 1, 1889	50	
4.94	6,165	12	6	July 1, 1887	32	Supplied by Cortland Ill. and by Chicago, Ill., and Cedar Rapids, Iowa, R. P. O. Connects at Sycamore, Ill., with Caledonia and Spring Valley, Ill., R. P. O., and with Chicago, Dunbar, Ill., and Dubuque, Iowa, R. P. O.
17.57	21,927	12	12	July 1, 1889	309	

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Cresson and Ebensburgh, Pa..	2	8037	Cresson, Ebensburgh, Pa....	Penn'a.....
Crested Butte and Gunnison, Colo.	7	38016	Gunnison, Crested Butte, Colo.	Denver and Rio Grande....
Crown Point and Hammondsville, N. Y.	2	6099	Crown Point, Hammondsville, N. Y.	Crown Point Iron Co.....
Crystal Falls, Mich., and Florence, Wis.	10	24032 (part)	Powers, Crystal Falls, Mich[1].	Chicago and Northwestern.
Cucharas and El Moro, Colo ..	7	[1]38001 (part)	Denver, El Moro, Colo	Denver and Rio Grande....
Cummins and Varner, Ark....	11	29016	Varner, Cummins, Ark	Varner Branch .....
Cuthbert and Fort Gaines, Ga.	4	15041	Cuthbert, Fort Gaines, Ga.	Southwestern R. R .....
Daguscahonda and Dagus Mines, Pa.	2	8130	Daguscahonda, Dagus Mines, Pa	Daguscahonda.....
Dalark and Arkadelphia, Ark	11	29022	Arkadelphia, Dalark, Ark..	Ultima Thule, Arkadelphia and Mississippi.
Dallas and Lancaster, Tex....	11	31070	Dallas, Lancaster, Tex.....	Missouri, Kansas and Texas.
Danbury and Point Marblehead, Ohio.	5	21101	Danbury, Point Marblehead, Ohio.	Lakeside and Marblehead..
Danville, Mocksville, and Southwestern Junction, and Leaksville.	3	13022	Danville, Mocksville, and Southwestern Junction, Leaksville.	Danville, Mocksville and Southeastern.
Darlington (n. o.) and Dillon, Ohio.	5	21103	Darlington (n. o.), Dillon, Ohio.	Columbus and Eastern .....
Dayton and Bolls Junction (n. o.), Wash.		43008 (part)	Bolls Junction (n. o.), Dayton, Wash.	Oregon Rwy. and Navigation Co.
Decorah and Conover, Iowa...	6	27026	Conover, Decorah, Iowa	Chicago, Milwaukee and St. Paul.
De Land Junction (n. o.) and De Land, Fla.	4	16020	Deland Junction (n. o.), Deland, Fla.	Jacksonville, Tampa and Key West R. R.
Delhi and Walton, N. Y.....		6050	Walton, Delhi, N. Y.....	N. Y., Ontario and Western.
Denver and Pueblo, Colo.....		38035	Denver, Pueblo, Colo.....	Atchison, Topeka and Santa Fé.
Deshler and Findlay, Ohio [1]...	5	21050	Deshler, Findlay, Ohio.....	Columbus, Findlay and Northern.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
11.59	21,696	18	10	July 1,1889	315	
28.62	17,859	6	12	July 1,1886	160	Connects at Gunnison Colo., with Denver, Colo., and Ogden, Utah, R. P. O., and Castleton and Gunnison, Colo., pouch service.
11.95	14,914	12	8	July 1,1885	43	
16.21	21,916	13	12	July 1,1884	386	[1] Balance of route covered by Powers, Mich., and Florence, Wis., R. P. O. (See Table A[8].) Supplied by Florence, Wis., and by Powers, Mich., and Florence, Wis., R. P. O. Connects at Iron River Junction (n. o.), Mich., with Iron River Junction (n. o.) and Watersmeet, Mich., pouch service.
37.10	27,083	7	6	July 1,1886	2,975	[1] 20.14 miles of route 38001, between Denver and Pueblo, Colo., covered by Denver and Aspen Colo., R. P. O., and (49.70 miles) between Pueblo and Cucharas, Colo., by Pueblo and Silverton, Colo., R. P. O. Trains are run between Cucharas and Trinidad, Colo. Connects at Cucharas, Colo., with Pueblo and Silverton, Colo., R. P. O., and at El Moro, Colo., with La Junta, Colo., and Albuquerque, N. Mex., R. P. O., Denver, Colo., and Fort Worth, Tex., R. P. O., and El Moro and Trinidad, Colo., pouch service.
5.75	7,176	12	4	July 1,1886	32	Connects at Varner, Ark., with Fort Smith, Ark., and Leland, Miss., R. P. O.
23.41	14,542	6	4	July 1,1888	133	
6.01	9,376	15	5	July 1,1889	116	
11.43	7,132	6	2	July 1,1888	40	Connects at Arkadelphia, Ark., with the St. Louis, Mo., and Texarkana, Ark., R. P. O.
16.01	2,209	7	16	.....	.....	Connects at Dallas, Tex., with the Denison and Houston, Tex., R. P. O., and Texarkana, Ark., and El Paso, Tex., R. P. O., Henrietta and Dallas, Tex., R. P. O., and Paris and Weatherford, Tex., R. P. O. New service, established April 22, 1889.
8	9,984	12	12	July 1,1888	86	
8.21	5,123	6	10	July 1,1888	37	Connects Danville and Stuart R. P. O. at Danville, Mocksville, and Southwestern Junction.
9.32	11,631	12	8	July 1,1889	36	
14.34	20,936	14	12	July 1,1886	42	Connects with Farmington, Wash., and Pendleton, Oreg., R. P. O. Supplied by initial and terminal offices and Spokane, Wash., and Portland, Oreg., R. P. O.
9.51	11,868	12	10	July 1,1887	935	Supplied by Conover, Iowa, and by St. Paul, Minn., and McGregor, Iowa, R. P. O. Connects at Decorah, Iowa, with Decorah and Cedar Rapids, Iowa, R. P. O.
410	5,179	12	8	July 1,1888	273	
17.29	26,972	15	20	July 1 1889	337	
117.46	225,585	[1] 21	32	July 1 1888	2,384	[1] Fourteen round trips over entire route and seven round trips between Denver and Colorado Springs, Colo. (74.10 miles). Makes Denver and Pueblo, Colo., connections. Connects at Castle Rock, Colo., with Denver and Aspen, Colo., and Denver, Colo., and Ogden, Utah, R. P. O.'s, and at Colorado Springs, Colo., with Denver and Aspen, Colo., R. P. O., Denver, Colo., and Ogden, Utah, R. P. O., Colorado Springs and Leadville, Colo., R. P. O., St. Joseph, Mo., and Colorado Springs, Colo., R. P. O., and Colorado Springs and Manitou Springs, Colo., pouch service.
19.66	32,076	18	10	July 1,1889	159	[1] Deshler and McComb R. R. (10.28 miles) extended to Findlay, Ohio, October 8, 1888, increasing distance 9.38 miles.

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation termini of route.	Corporate title of company.
East Berlin and Berlin, Pa	2	8033	Berlin, East Berlin, Pa	Western Maryland
East Las Vegas and Las Vegas Hot Springs, N. Mex.	7	39007	Las Vegas, Las Vegas Hot Springs, N. Mex.	Atchison, Topeka and Santa Fé.
Easton and Oxford, Md	2	9503 (part)	Easton, Oxford, Md	P., W. and B. (Del. Div.)
East Saugus and Boston, Mass.	1	3002	Boston, East Saugus, Mass	Boston and Maine R. R
Ebervale and Lumber Yard, Pa.	2	8134	Lumber Yard, Ebervale, Pa.	Lehigh Valley
Echo and Belton, Tex	11	31041	Echo, Belton, Tex	Missouri, Kansas and Texas.
Echo and Park City, Utah	8	41008	Echo, Park City, Utah	Echo and Park City R. R.
Eckley and Tunnel, Pa	2	8135	Tunnel, Eckley, Pa	Lehigh Valley
Edgely and Aberdeen, Dak	10	[1]35012 (part)	Ashton, Edgely, Dak	Chi., Mil. and St. Paul
Edgefield and Aiken, S. C	4	14031	Aiken, Edgefield, S. C	Charles., Cum. Gap and Chicago R. R.
Eland and Wausau, Wis	10	[1]25049 (part)	Manitowoc, Wausau, Wis.	Mil., L. S. and Western
Elizabethtown and Cecilian, Ky.	5	20010	Elizabethtown, Cecilian, Ky.	Ches, Ohio and Southwestern.
Elkton and Guthrie, Ky	5	20001	Elkton, Guthrie, Ky	Louisville and Nashville
Ellenville and Summitville, N. Y.	2	6113	Summitville, Ellenville, N. Y.	N. Y. Ont. and West
Ellsworth, Minn., and Sioux Falls, Dak.	6	27037	Ellsworth, Minn., Sioux Falls, Dak.	Burlington, Cedar Rapids and Northern.
Elmer and Salem, N. J	2	7021	Elmer, Salem, N. J	West Jersey
El Moro and Trinidad, Colo	7	38033	El Moro, Trinidad, Colo	Denver and Rio Grande
Elora, Tenn., and Huntsville, Ala.	5	17032	Huntsville, Ala., Elora, Tenn.	Nashville, Chattanooga and St. Louis.
Ely and Duluth, Minn	10	26054	Duluth, Ely, Minn	Duluth and Iron Range
Emmitsburgh and Rocky Ridge, Md.	3	10019	Emmitsburgh, Rocky Ridge, Md.	Emmittsburgh
English and Pine Bluff, Ark	11	29020	Pine Bluff, English, Ark	Pine Bluff, Monroe and New Orleans.
Escondido and Oceanside, Cal.	8	46057	Oceanside, Escondido, Cal.	California Central Rwy
Essex and Wenham Depot, Mass.	1	3008	Wenham Depot, Essex, Mass.	Boston and Maine R. R.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
7.23	4,512	6	4	July 1, 1889	81	
6.45	11,771	(1)	12	July 1, 1886	103	[1] Trains 21 times a week westward, and 14 times a week eastward. Connects at East Las Vegas, N. Mex., with La Junta, Colo., and Albuquerque, N. Mex., R. P. O.
[1]10.62	9,940	9	6	July 1, 1889	634	[1]Balance of route (44.08 miles) covered by Clayton and Easton R. P. O. (See Table A[8].)
10.74	26,807	24	30	July 1, 1889	225	Boston exchanges pouches with Linden, Saugus, Cliftondale, Franklin Park, and East Saugus.
6.23	3,888	6	4	July 1, 1889	180	
7.06	10,307	14	10	July 1, 1886	246	Connects at Echo, Tex., with the Denison and Taylor, Tex., R. P. O., and at Belton, Tex., with the Temple and San Angelo, Tex., R. P. O.
28.29	41,303	14	14	July 1, 1886	324	Park City exchanges with Ogden and Salt Lake R. P. O. Connects at Echo with Omaha, Nebr., and Ogden, Utah, R. P. O.
1.20	2,246	18	6	July 1, 1889	40	
64.12	40,011	6	28	July 1, 1888	861	[1]Balance of route covered by St. Paul, Minn., and Mitchell, Dak., R. P. O. (See table A[8].) Connects Edgely, Dak., with La Moure and Edgely, Dak., pouch service; at Ellendale, Dak., with Rutland and Ellendale, Dak., pouch service, and at Aberdeen, Dak., with all lines centering there. Supplied by initial and terminal offices, and by St. Paul, Minn., and Mitchell, Dak., R. P. O.
24.87	31,037	12	12			
23.01	28,716	12	24	July 1, 1887	1775	[1]Balance of route covered by Ashland and Milwaukee, Wis., R. P. O. (See Table A[8].) Supplied by Wausau, Wis., and by Ashland and Milwaukee, Wis., R. P. O. Connects at Wausau, Wis., with Merrill and Tomah, Wis., R. P. O.
6.22	7,763	12	8	July 1, 1884	68	
12.07	15,063	12	12	Mar. 16, 1885	98	
8.55	15,996	18	20	July 1, 1889	316	
42.83	26,726	6	24	July 1, 1887	235	Supplied by Sioux Falls, Dak., and by Cedar Rapids, Iowa, and Watertown, Dak., R. P. O. Connects at Rock Rapids, Iowa, with Cherokee, Iowa, and Sioux Falls, Dak., R. P. O., and with Luverne, Minn., and Doon, Iowa, pouch service. Connects at Sioux Falls, Dak., with all lines centering at that point.
17.35	27,066	15	14	July 1, 1889	302	
4.48	3,270	7	2	July 1, 1888	340	Connects at El Moro and Trinidad, Colo., with Denver, Colo., and Fort Worth, Tex., R. P. O., and La Junta, Colo., and Albuquerque, N. Mex., R. P. O.; also at El Moro, Colo., with Cucharas and El Moro, Colo.; pouch service.
27.62	17,235	6	20	July 1, 1888	125	
118.35	73,850	6	22	July 1, 1887	119	Reported last year as Tower and Duluth, Minn. Extended to Ely Nov. 26, 1888, increasing distance 22.08 miles. Supplied by initial and terminal offices, and by Duluth and St. Paul, Minn., R. P. O. Connects at Duluth, Minn., with all lines centering there.
6.94	12,992	18	16	July 1, 1889	222	Connects Baltimore and Roanoke and Baltimore and Williamsport R. P. O's at Rocky Ridge.
38.42	22,726	6	14	July 1, 1888	89	Connects at Pine Bluff, Ark., with Cairo, Ill., and Texarkana, Ark., R. P. O., and Fort Smith, Ark., and Leland, Miss., R. P. O., and at Rob Roy, Ark., with Cairo, Ill., and Texarkana, Ark., R. P. O.
22.77	16,622	7	16	July 1, 1889	219	Connects at Oceanside with San Bernardino and Oceanside and Los Angeles and National City R. P. O.'s
545	6,801	12	8	July 1, 1889	108	Supplied by initial and terminal offices and Bangor and Boston R. P. O.

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Eureka and Roscoe, Dak.....	10	35032	Roscoe, Eureka, Dak.....	Chi., Mil. and St. Paul .....
Eustis and Lane Park, Fla....	4	16008 (part)	Astor, Leesburgh, Fla.....	Fla. Southern Rwy.....
Evanston and Chicago, Ill	6	23101	Chicago, Evanston, Ill	Chicago, Milwaukee and St. Paul.
Evansville and Tintah, Minn ..	10	26063	Evansville, Tintah, Minn ..	St. P., Minn. and Manitoba..
Ewensville and Vincentown, N. J.	2	7064	Ewensville, Vincentown, N. J.	Penn'a (Amboy Div.).....
Factory Junction (n. o.) and Millborough, N. C.	3	13031	Factory Junction (n. o.), Millborough, N. C.	Cape Fear and Yadkin Valley.
Fairbanks and Bisbee, Ariz...	8	40005	Fairbanks, Bisbee, Ariz....	Arizona and Southeastern R. R.
Fall Brook and Blossburgh, Pa.	2	8142	Fall Brook, Blossburgh, Pa.	Fall Brook Coal Co .....
Fall Creek, Ill., and Hannibal, Mo.	6	[2]23041 (part)	Quincy, Ill., Hannibal, Mo..	Chicago, Burlington and Quincy.
Farmington and Phillips, Me.	1	20	Farmington, Phillips, Me ..	Sandy River R. R.....
Fergus Falls, Minn., and Milnor, Dak.	10	[2]26042 (part)	Wadena, Minn., Milnor, Dak	Northern Pacific.....
Findlay and Glandorf, Ohio[1]..	5	21105	Findlay, Glandorf, Ohio	American Midland .....
Flemington and Lambertville, N. J.	2	7009	Lambertville, Flemington, N. J.	Pennsylvania.....
Flomaton and Repton, Ala ...	4	17026	Flomaton, Repton, Ala.....	Louis. and Nash ille R. R..
Florence and Tuscumbia, Ala	4	17025	Florence, Tuscumbia, Ala..	Memphis and Charles. R. R.
Flourtown and Conshohocken, Pa.	2	8074	Conshohocken, Flourtown, Pa.	Philadelphia and Reading..
Fond du Lac and Iron Ridge, Wis.	10	25035	Fond du Lac, Iron Ridge, Wis.	Chi., Mil. and St. Paul.....
Forest City and Dows, Iowa ..	6	27057	Dows, Forest City, Iowa ...	Burlington, Cedar Rapids and Northern.
Forest House and Austin, Pa .	2	8171	Forest House, Austin, Pa..	Sinnamahoning.....

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
26.70	16,661	6	12	July 1, 1889	129	Supplied by Roscoe, Dak., and by Aberdeen and Orient, Dak., R. P. O. Connects at Roscoe, Dak., with Roscoe and Bowdle, Dak., closed-pouch service.
743	9,272	12	4	Feb. 15, 1886	305	27.10 miles of route reported in Table A[a], Astor and Leesburgh R. P. O.
13.60	15,725	12	14	July 1, 1889	84	Supplied by Chicago, Ill.
32.74	10,215	3	22	July 1, 1889	83	New service; established February 18, 1889. Connects at Evansville, Minn., with Boundary Line (n. o.), Dak., and St. Paul, Minn., R. P. O. at Elbow Lake, Minn., with Minneapolis, Minn., and Oakes, Dak., R. P. O., and at Tintah, Minn., with Fargo, Dak., Willmar and St. Paul, Minn., R. P. O.
3.04	4,742	15	6	July 1, 1889	81	
9.55	5,959	6	2	July 1, 1888	14	Connects Mount Airy and Bennettsville R. P. O. at Factory Junction (n. o.).
36.37	22,695	6	4	July 1, 1889	90	New service; established January 28, 1889. Connects at Fairbanks with Benson and Nogales R. P. O.
7.64	4,767	6	4	July 1, 1889	46	
6.08	3,794	6	12	July 1, 1887	643	[1] Balance of route covered by Quincy, Ill., and Louisiana, Mo., R. P. O. (See Table A[a].) Connects at Quincy, Ill., with Chicago and Quincy, Ill., R. P. O., an at Hannibal, Mo., with Hannibal and Sedalia, Mo., R. P. O.
18.25	28,470	15	48	July 1, 1889	337	Farmington and Lewiston R. P. O. exchange with Strong, Fairbanks, Phillips, West Freeman, Salem, and Kingfield. Phillips with Strong and Fairbanks. Strong with Fairbanks, West Freeman, Salem, and Kingfield. Salem with Kingfield and West Freeman.
67.36	42,033	6	26	July 1, 1887	289	[2] Balance of route covered by Wadena and Fergus Falls, Minn., R. P. O. (See Table A[a].) Supplied by Wahpeton and Milnor, Dak., and Wadena and Fergus Falls, Minn., R. P. O. Connects at Breckenridge, Minn., with Larimore, Dak., and Breckenridge, Minn., Breckenridge, Minn., and Windom, Dak., and Fargo, Dak., Willmar and St. Paul, Minn., R. P. O.'s, and at Wahpeton, Dak., with St. Paul, Ortonville, Minn., and Fargo, Dak., R. P. O.
23.10	3,620	[3]6	8	.....	.....	[1] Service established May 13, 1889.
						[2] Six round trips over entire route, and six additional round trips between Ottawa and Findlay, Ohio; distance, 20 miles.
12.46	23,325	18	24	July 1, 1889	218	
30.15	6,271	2	3	July 1, 1888	21	
5.63	7,026	12	4	July 1, 1888	230	
7.19	11,216	15	20	July 1, 1889	59	
28.72	35,843	12	26	July 1, 1887	154	Supplied by Fond du Lac, Wis., and by Oshkosh and Milwaukee, Wis., R. P. O. Connects at Fond du Lac, Wis., with Chicago, Ill., Abbotsford, Wis., and Minneapolis, Minn., Fort Howard, Wis., and Chicago, Ill., Ford du Lac and Milwaukee, Wis., and Sheboygan and Princeton, Wis., R. P. O.'s.
48.86	30,488	6	18	July 1, 1888	142	Supplied by initial and terminal offices and by Cedar Rapids, Iowa, and Watertown, Dak., R. P. O. Connects at Forest City, Iowa, with St. Paul, Minn., and Des Moines, Iowa, R. P. O.; at Garner, Iowa, with Calmar, Iowa, and Chamberlain, Dak., R. P. O., and at Belmond, Iowa, with Mason City, and Fort Dodge, Iowa, R. P. O., and with Hampton and Belmond, Iowa, pouch service.
9.19	5,735	6	6	July 1, 1889	129	

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Forks Creek and Central City, Colo.	7	38021	Forks Creek, Central City, Colo.	Colorado Central
Fort Collins and Stout, Colo	7	38027	Greeley, Stout, Colo	Greeley, Salt Lake and Pacific.
Fort Dodge and Lehigh, Iowa.	6	27104	Fort Dodge, Lehigh, Iowa	Mason City and Fort Dodge
Fort Madison and Collett, Iowa.	6	27064	Fort Madison, Collett, Iowa	Fort Madison and Northwestern.
Fort Smith and Greenwood, Ark.	11	29025	Fort Smith, Greenwood, Ark.	St. Louis, Iron Mountain and Southern.
Fort Valley and Perry, Ga	4	15017	Fort Valley, Perry, Ga	Southwestern R. R.
Fort Worth and Granbury, Tex.	11	31061	Fort Worth, Granbury, Tex.	Fort Worth and Rio Grande
Fosston and Carman, Minn	10	26026	Carman, Fosston, Minn	St. P., Minn. and Manitoba.
Fostoria and Flint, Mich	9	24047	Fostoria, Flint, Mich	Flint and Pere Marquette
Frackville and Pottsville, Pa	2	8050	Pottsville, Frackville, Pa	Phila. and Reading
Franklin and Bellingham, Mass.	1	3075	Bellingham, Franklin, Mass.	New York and New England R. R. (Milford Branch)
Franklin, Mass., and Valley Falls, R. I.	1	3006	Franklin, Mass., Valley Falls R. I.	New York and New England R. R.
Franklin Furnace and Branchville Junction, N. J.	2	7025 (part)	Waterloo, Franklin Furnace, N. J.	Del., Lack. and West
Frederick and Araby, Md	3	10004	Araby, Frederick, Md	Baltimore and Ohio
Freeland and Jeddo, Pa	2	8058	Jeddo, Freeland, Pa	Lehigh Valley
Fresno and Portersville, Cal	8	46066	Fresno, Portersville, Cal	Southern Pacific R. R. Co.
Fulton and Guerneville, Cal	8	46027	Fulton, Guerneville, Cal	San Fran. and North Pacific R. R.
Fulton and Woodward Junction, (n. o.), N. Y.	2	6138	Fulton, Woodward Junction (n. o.), N. Y.	Rome, Watertown and Ogdensburgh.
Fultonham and Redfield, Ohio.	5	21085	Fultonham, Redfield, Ohio	Columbus and Eastern
Galena and Galena Junction, Ill.	6	23, 092	Galena, Galena Junction, Ill.	Chicago, Burlington and Northern.
Galesburgh and Rio, Ill.	6	23, 009 (part)	Peoria, Rio, Ill	Chicago, Burlington and Quincy.
Galesville and Trempealeau, Wis.	10	25, 054	Trempealeau, Galesville, Wis.	Chicago and Northwestern
Galewood and Dunning, Ill	6	23, 091	Galewood, Dunning, Ill	Chicago, Milwaukee and St. Paul.
Garo and London, Colo	7	38, 024	Garo, London, Colo	Denver, South Park and Pacific.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
11.47	16,746	14	10	July 1, 1886	328	Connects at Forks Creek, Colo., with Denver and Georgetown, Colo., R. P. O.
15.14	9,447	6	2	July 1, 1886	434	[1] 24.03 miles of route 38027, between Greeley and Fort Collins, Colo., covered by Greeley and Denver, Colo., R. P. O. (See Table A[8].) Connects at Fort Collins, Colo., with Greeley and Denver, Colo., R. P. O.
14.97	9,341	6	4	July 1, 1889	91	Supplied by Fort Dodge, Iowa, and by Mason City and Fort Dodge, Iowa, R. P. O.
45.12	28,155	6	24	July 1, 1889	121	Supplied by initial and terminal offices. Connects at Fort Madison, Iowa, with Burlington, Iowa, and Carrollton, Mo., Burlington, Iowa, and St. Louis, Mo., Chicago, Ill., and Fort Madison, Iowa, and with Fort Madison, Iowa, and Kansas City, Mo., R. P. O.'s.
19.02	2,891	7	18	.....	.....	Established April 15, 1889. Connects at Fort Smith, Ark., with the Fort Smith, Ark., and Wagner, Ind. T., R. P. O., and Fort Smith, Ark., and Leland, Miss., R. P. O., and Monett, Mo., and Paris, Tex., R. P. O.
12.98	16,100	12	8	July 1,1884	95	
41.35	25,802	6	8	Nov. 21, 1887	221	Connects at Fort Worth, Tex., with Denison and Taylor R. P. O. Texarkana, Ark., and El Paso, Tex., R.P.O., Newton, Kans., and Galveston, Tex., R. P. O., Commerce and Fort Worth, Tex., R. P. O., and Fort Worth and Guide R. P. O.
44.99	14,027	3	12	July 1, 1889	88	New service, established January 24, 1889, supplied by Crookston, Minn., and by Barnesville, Minn. and Minot, Dak., R. P. O. Connects at Crookston, Minn., with St. Vincent and Crookston, Minn., R. P. O.
24.45	15,257	6	15	July 1, 1884	84	At Otter Lake, Mich., connects the Mackinaw City and Detroit R. P. O., at Flint connects Bay City, Wayne, and Detroit R. P. O., Fort Gratiot and Chicago, and Ludington and Toledo R. P. O.'s.
11.55	21,622	18	16	July 1, 1889	165	
5.37	10,052	18	21	July 1, 1889	136	Supplied by initial and terminal offices.
14.46	18,046	12	32	July 1, 1889	192	Boston exchanges with South Attleborough; Providence with Abbot Run, Arnold's Mills, Diamond Hill, South Attleborough, Sheldonville, Wrentham, and Milford; Boston and Hopewell Junction R. P. O., with Sheldonville and West Wrentham.
[1]8.63	10,770	12	8	July 1, 1889	494	[1] Balance of route (14.86 miles) covered by Franklin Furnace and Waterloo R. P. O. (See Table A[8].)
3.85	22,484	56	31	July 1, 1889	810	Connects Baltimore and Martinsburgh and Baltimore and Winchester R. P. O.'s. at Araby and Lancaster, Frederick R. P. O. at Frederick.
2.47	4,623	18	6	July 1, 1889	166	
70.05	43,711	6	10	July 1, 1889	120	New service, established October 20, 1888, supplied by initial and terminal offices.
16.04	11,700	7	10	July 1, 1886	76	Connects at Fulton with Ukiah and San Francisco R. P. O.
17.43	27,191	15	15	July 1, 1889	109	
7.11	8,873	12	8	July 1, 1888	54	
3.79	4,730	12	4	May 23, 1888	323	Connects Minneapolis, Minn., and Oregon, Ill., R. P. O. with Galena, Ill.
13.27	17,967	13	14	July 1, 1887	1,759	[1] Balance of route covered by Peoria and Galesburgh, Ill., R. P. O. (See Table A[8].) Supplied by Galesburgh, Ill., and by Rock Island, Ill., and St. Louis, Mo., R. P. O. Connects at Galesburgh, Ill., with all lines centering there.
8.23	15,407	18	8	July 1, 1887	154	Supplied by Trempealeau, Wis., and by Chicago, Ill., and Winona, Minn., R. P. O. Connects at Trempealeau, Wis., with Minneapolis, Minn., and Oregon, Ill., R. P. O.
2.80	3,494	12	4	May 16, 1887	37	Supplied by Chicago, Ill.
15.57	11,366	7	12	July 1, 1886	171	Supplied by Denver and Leadville, Colo., R. P. O. and Garo, Colo.

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Geneva and Aurora, Ill.....	6	23056	Geneva, Aurora, Ill.....	Chicago and Northwestern.
Genoa and Cedar Rapids, Nebr.	6	34025	Genoa, Cedar Rapids, Nebr	Omaha, Niobrara and Black Hills.
Georgetown and Haverhill, Mass.	1	3013	Georgetown, Haverhill, Mass.	Boston and Maine R. R.....
Georgetown and Round Rock, Tex.	11	31026	Georgetown, Round Rock, Tex.	International and Great Northern.
Georgetown and Silver Plume, Colo.	7	[1]38020	Argo Junction (n. o.), Silver Plume, Colo.	Colorado Central.....
Georgetown and Versailles, Ky.[1]	5	20029	Georgetown, Versailles, Ky.	Versailles and Midway.....
Gilbertville and Mechanic's Falls, Me.	1	19	Mechanic's Falls, Gilbertville, Me.	Rumford Falls and Buckfield R. R.
Gilroy and Tres Pinos, Cal....	8	46034	Gilroy, Tres Pinos, Cal.....	Southern Pacific Co.....
Glade Spring and Saltville, Va.	3	11, 014	Glade Spring, Saltville, Va..	Norfolk and Western.....
Gladstone, Mich., and Rhinelander, Wis.	10	[1]25059 (part)	Minneapolis, Minn., Sault de Ste. Marie, Mich.	Minn., St. P. and S. Ste. Marie.
Glasgow Junction and Glasgow, Ky.	5	20011	Glasgow Junction, Glasgow, Ky.	Louisville and Nashville....
Glen Carbon and Schuylkill Haven, Pa.	2	8061	Schuylkill Haven, Glen Carbon, Pa.	Philadelphia and Reading ..
Glendale and Eagle's Nest, Miss.	4	18006	Glendale, Eagle's Nest, Miss.	Mobile and Northwestern R. R.
Glen Ellen and Junction (n. o.), Cal.	8	46039	Junction (n. o.), Glen Ellen, Cal.	Sonoma Valley R. R .....
Glen Rock and Caspar, Wyo .	6	[1]37003 (part)	Douglas, Caspar, Wyo	Fremont, Elkhorn and Mo. Val. R. R.
Goff and Donohoe Station (n. o.), Pa.	1	8176	Goff, Donohoe Station, Pa...	Penn'a.....
Goodland, Kans., and Colorado Springs, Colo.	7	34050 (part)	Fairbury, Nebr., Colorado Springs, Colo.	Chicago, Rock Island and Pacific.
Goshen and Alcalde, Cal	2	46038	Goshen, Alcalde, Cal.....	Southern Pacific R. R.....
Goshen and Pine Island, N. Y.	2	6010	Goshen, Pine Island, N. Y...	N. Y., L. E. and W .....
Graham and Tazewell C. H., Va.	3	11043	Graham, Tazewell C. H., Va.	Norfolk and Western.....
Grafton and Woodland, Cal ...	8	46007	Woodland, Grafton, Cal.....	California Pacific R. R.....

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds	
10.31	32,167	30	36	July 1, 1887	391	Supplied by initial and terminal offices. Connects at Geneva, Ill., with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O. and with St. Charles and Geneva, Ill., pouch service. Connects at Aurora, Ill., with all lines centering there.
30.71	19,163	6	16	July 1, 1886	146	Supplied by Genoa, Nebr., and by Columbus and Albion, Nebr., R. P. O.
7.31	15,965	21	18	July 1, 1889	114	Supplied by Newburyport and Boston R. P. O., and Portland and Boston R. P. O.
10.32	15,067	14	12	July 1, 1886	285	Connects at Round Rock, Tex., with the Palestine and Laredo, Tex., R. P. O., and Taylor and San Antonio R. P. O.
4.46	5,129	[2]13	4	July 1, 1886	842	[1]47.50 miles of route 38020, between Argo Junction (n. o.), and Georgetown, Colo., covered by Denver and Georgetown, Colo., R. P. O. (See Table A[8]). [2]7 round trips only during winter season. Connects at Georgetown, Colo., with Denver and Georgetown, Colo., R. P. O.
19.30	15,654	12	10	Oct. 21, 1885	229	[1]Midway and Versailles R. R. (8.32 miles) extended to Georgetown, Ky., February 11, 1889, increasing distance 10.98 miles.
1.93	1,204	6	2	July 1, 1889	491	Gilbertville exchanges pouches with Canton and Mechanic's Falls R. P. O.
20.64	27,947	13	12	July 1, 1886	232	Connects at Gilroy with San Francisco and Santa Margarita R. P. O. Gilroy, Tres Pinos, and Hollister exchange also supplied by closed pouch from San Francisco.
9.65	6,022	6	2	July 1, 1889	64	Connects Lynchburgh and Bristol R. P. O. at Glade Spring.
125.80	91,834	7	38	Aug. 7, 1888	188	[2]Balance of route covered by Rhinelander, Wis., and Minneapolis, Minn., and Sault de Ste. Marie and Gladstone, Mich., R. P. O.'s. Reported last year as part of Sault de Ste. Marie, Mich., and Bruce, Wis., pouch service. (See Sault de Ste. Marie and Gladstone, Mich., R. P. O., Table A[8].) Supplied by Rhinelander, Wis., and Rhinelander, Wis., and Minneapolis, Minn., R. P. O. Connects at Pembine, Wis., with Iron Mountain, Mich., and Milwaukee, Wis., R. P. O.; at Gagen, Wis., with Ashland and Milwaukee, Wis., R. P. O., and at Hermansville, Mich., with Comas, Mich., and Florence, Wis., R. P. O.
11.03	14,935	13	8	July 1, 1888	406	
13.64	17,023	12	32	July 1, 1889	141	
19.62	11,342	6	8	July 1, 1888	61	
18.90	13,797	7	8	July 1, 1886	88	New service established August 3, 1888.
24.16	15,076	6	6	July 1, 1889	194	Supplied by San Francisco and Santa Rosa, Sonoma and Glen Ellen exchange. [1]Balance of route covered by Chadron, Nebr., and Glen Rock, Wyo., R. P. O. Supplied by Glen Rock, Wyo., and by Chadron, Nebr., and Glen Rock, Wyo., R. P. O.
4.29	5,354	12	4	July 1, 1889	80	
(1)	[2]18,567	14	20	July 1, 1889	1,595	[1]Miles of route (185.67) now covered by St. Joseph, Mo., and Colorado Springs, Colo., R. P. O. [2]From January 17 to February 10, inclusive, 1889.
61.21	35,859	7	24	July 1, 1889	250	Service extended, Huron to Alcalde, January 29, 1889. Supplied by Goshen and Tulare offices. Goshen to Huron (40.10 miles) seven round trips per week; Huron to Alcalde (21.11 miles), three round trips per week.
12.09	15,088	12	12	July 1, 1889	100	
20.89	13,035	6	22	July 1, 1889	269	Connects Lynchburgh and Pocahontas R. P. O. at Graham.
9.92	7,242	7	8	July 1, 1886	65	Connects at Woodland with Redding and Sacramento R. P. O., and exchanges with Sacramento and Woodland offices.

TABLE C.c—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Grand Ledge and Grand Rapids, Mich.	9	24079	Grand Ledge, Grand Rapids, Mich.	Detroit, Lansing and Northern.
Grand Rapids and Muskegon Mich.	9	24055	Grand Rapids, Muskegon, Mich.	Muskegon, Grand Rapids and Indiana.
Grantsburgh, Wis., and Rush City, Minn.	10	26051	Rush City, Minn., Grantsburgh, Wis.	St. Paul and Duluth .....
Gratiot and Shullsburgh, Wis.	10	25004 (part)	Milton Junction, Shullsburgh, Wis.	Chi., Mil. and St. Paul.....
Gratiot, Wis., and Warren, Ill..	10	25020 (part)	Warren, Ill., Mineral Point, Wis.	Chi., Mil. and St. Paul .....
Great Falls and Rollingsford (n. o.), N. H.	1	1021	Rollingsford (n. o.), Great Falls, N. H.	Boston and Maine R. R .....
Great Falls and Sandcoulee, Mont.	10	36010	Great Falls, Sandcoulee, Mont.	St. P., Minn. and Manitoba..
Greeley and Ericson, Nebr	6	34061	Greeley, Ericson, Nebr.....	Burlington and Mo. River in Nebr.
Greenfield and Watkins, Mo...	7	28063	Greenfield, Watkins, Mo....	Greenfield and Northern....
Green Spring and Romney, W. Va.	3	12014	Green Spring, Romney, W. Va.	Baltimore and Ohio.....
Greensburgh and Columbus, Ind.	5	22049	Greensburgh, Columbus, Ind.	Columbus, Hope and Greensburgh.
Greenwich and Johnsonville, N. Y.	2	6082	Johnsonville, Greenwich, N. Y.	Greenwich and Johnsonville.
Greenwood Lake and Sterling Forest, N. Y.	2	7034 (part)	Jersey City, N. J., Greenwood Lake, N. Y.	N. Y. and Greenwood Lake..
Gregory and Rockport, Tex ...	11	31068	Rockport, Gregory, Tex	San Antonia and Aransas Pass.
Grinnell and Montezuma, Iowa.	6	27032	Grinnell, Montezuma, Iowa.	Central Iowa .....
Griswold and Red Oak, Iowa ..	6	27055	Red Oak, Griswold, Iowa....	Chicago, Burlington and Quincy.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
.....	13,595	18	17	.....	.....	This route was established by order of September 6, 1888. Service began September 24, 1888, and continued up to and including November 11, 1888 (forty-two working days), at which time it was superseded by R. P. O. service beginning November 12, 1888.
40.73	76,247	18	34	.....	.....	Connects at Grand Rapids, Mich., with Baldwin and Grand Rapids, Cadillac and Fort Wayne Detroit and Grand Haven, East Saginaw and Howard City, Detroit and Grand Rapids, Grand Rapids and Cincinnati, Grand Rapids and Elkhart, Grand Rapids and La Crosse, and Mackinaw City and Grand Rapids R. P. O.'s. At Muskegon, connects the Big Rapids and Holland, Muskegon and Allegan, and Pentwater and Muskegon R. P. O.'s.
17.17	10,714	6	6	July 1, 1887	73	Supplied by Rush City, Minn., and by Duluth and St. Paul, Minn., R. P. O.
11.79	22,071	18	18	July 1, 1887	981	[1] Balance of route covered by Rockford, Ill., and Mineral Point, Wis., R. P. O. (see Table A[a]), and by Milton Junction and Janesville, Wis., pouch service. Supplied by Gratiot, Wis., and by Rockford, Ill., and Mineral Point, Wis., R. P. O. Warren, Ill., and lines represented there make closed pouches on this route. Connects at Gratiot, Wis., with Gratiot, Wis., and Warren, Ill., pouch service.
7.15	8,923	12	38	July 1, 1887	1,015	[1] Balance of route covered by Rockford, Ill., and Mineral Point, Wis., R. P. O. (See Table A[a].) Supplied by Warren, Ill., and by Rockford, Ill., and Mineral Point, Wis., R. P. O. Connects at Gratiot, Wis., with Gratiot and Shullsburgh, Wis., pouch service, and at Warren, Ill., with Chicago, Freeport, Ill., and Dubuque, Iowa, and Chicago, Irene, Ill., and Dubuque, Iowa, R. P. O.'s.
2.68	6,689	24	25	July 1, 1889	381	Portland and Boston R. P. O. exchanges pouches with Great Falls, Berwick, and North Conway, and Boston R. P. O.; Great Falls with Dover, Portsmouth and Manchester R. P. O. and Boston.
16.18	10,096	6	2	.....	.....	New service; established April 1, 1889; supplied by Great Falls, Mont. Connects at Great Falls, Mont., with Great Falls and Helena, Mont., R. P. O. and with Minot, Dak., and Great Falls, Mont., pouch service.
18.64	5,816	3	8	.....	.....	Supplied by Greeley, Nebr., and by Palmer and Burwell, Nebr., R. P. O.
3.46	5,042	14	8	Apr. 20, 1888	171	Connects at Watkins, Mo., with Kansas City, Mo., and Memphis, Tenn., R. P. O.
16.64	20,767	12	10	July 1, 1889	193	Connects Baltimore and Grafton R. P. O. at Green Spring.
26.89	33,559	12	28	July 1, 1888	140	
15.34	28,716	18	20	July 1, 1889	286	
[1]5.83	3,638	6	4	July 1, 1889	468	[1] Balance of route (45.63 miles) covered by Greenwood Lake and New York R. P. O. (See Table A[a].)
21.47	13,397	6	6	July 1, 1889	107	Established September 17, 1888. Connects at Gregory, Tex., with Kenedy and Corpus Christi, Tex., R. P. O.
17.49	21,827	12	10	July 1, 1887	209	Supplied by initial and terminal offices. Connects at Grinnell, Iowa, with West Liberty and Council Bluffs, Iowa, and with Mason City and Albia, Iowa, R. P. O.'s, and with Grinnell and State Centre, Iowa, pouch service. Connects at Montezuma, Iowa, with Muscatine and Montezuma, Iowa, R. P. O.
18.81	11,737	6	8	July 1, 1887	210	Supplied by initial and terminal offices. Connects at Griswold, Iowa, with Atlantic and Griswold, Iowa, pouch service, and at Red Oak, Iowa, with Burlington and Council Bluffs, Iowa, and with Red Oak, Iowa, and Lincoln, Nebr., R. P. O.'s.

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Groton and Doland, Dak.....	10	35085	Doland, Groton, Dak.....	Chicago and Northwestern..
Grosse Isle and Slocum's Junction (n. o.), Mich.	9	24011	Grosse Isle, Slocum Junction (n. o.), Mich.	Michigan Central.....
Groveton Junction and Lancaster, N. H.	1	1006 (part)	Groveton Junction, Concord, N. H.	Boston and Maine R. R. (Lowell system).
Guthrie Center and Menlo, Iowa	6	27059	Menlo, Guthrie Center, Iowa	Chicago, Rock Island and Pacific.
Gypsum and Marquette, Kans.	7	33095	Gypsum, Marquette, Kans..	Council Grove, Smoky Valley and Western.
Hagerstown and Beeson, Ind..	5	22055	Beeson, Hagerstown, Ind...	White Water.....
Halifax and Scotland Neck, N. C.	3	13019	Halifax, Scotland Neck, N.C.	Wilmington and Weldon....
Halstad and Moorhead, Minn.	10	26052	Moorhead, Halstad, Minn ..	St. P., Minn. and Manitoba.
Hamilton and Tarborough, N. C.	3	13032	Hamilton, Tarborough, N.C.	Hamilton R. R. and Lumber Co.
Hammondsport and Bath, N. Y.	2	6096	Bath, Hammondsport, N. Y.	Bath and Hammondsport...
Hampton and Belmond, Iowa.	6	27078	Hampton, Belmond, Iowa ..	Central Iowa .....
Hancock Station (n. o.) and Berkeley Springs, W. Va.	3	12023	Hancock Station, Berkeley Springs, W. Va.	Baltimore and Ohio.....
Hanover Junction and Valley Junction, Pa.	2	8102 (part)	Hanover Junction, Gettysburgh, Pa.	Western Maryland .....
Harbor and Ashtabula, Ohio [1].	5	21098	Ashtabula, Harbor, Ohio ...	Ashtabula Street.....
Harbor Springs and Petoskey, Mich.	9	24056	Harbor Springs, Petoskey, Mich.	Grand Rapids and Indiana .
Harlem and Andover, Dak....	10	35022	Andover, Harlem, Dak	Chi., Mil. and St. Paul .....
Harlan and Avoca, Iowa	6	27045	Avoca, Harlan, Iowa.....	Chicago, Rock Island and Pacific.
Harrison (n. o.) and Elk Garden, W. Va.	3	12025	Harrison (n. o.), Elk Garden, W. Va.	West Va., Central and Pittsburgh.
Harrisville and Carthage, N.Y.	2	6134	Harrisville, Carthage, N. Y.	Carthage and Adirondack ..
Harrodsburgh Junction and Harrodsburgh, Ky.[1]	5	20021	Harrodsburgh, Harrodsburgh Junction, Ky.	Louisville Southern .....
Hart and Mears, Mich	9	24046	Hart, Mears, Mich	Chicago and West Michigan.
Hartington and Wakefield, Nebr.	6	34022	Wakefield, Hartington, Nebr.	Chicago, St. Paul, Minn. and Omaha.
Hart's Road and Jacksonville, Fla.	4	16009	Hart's Road, Jacksonville, Fla.	Fla. Cent. and Pen. R. R ...
Hartland and Pittsfield, Me ...	1	26	Hartland, Pittsfield, Me....	Sebasticook and Moosehead R. R.
Hartwell and Bowersville, Ga.	4	15029	Hartwell, Bowersville, Ga..	Rich. and Dan .....
Harwood and Gonzales, Tex...	11	31040	Harwood, Gonzales, Tex....	Galveston, Harrisburg, and San Antonio (So. Pac.).

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
39.24	24,486	6	20	July 1, 1888	98	Supplied by initial and terminal offices. Connects at Groton, Dak., with St. Paul, Minn., and Mitchell, Dak., R. P. O., and at Doland, Dak., with Tracy, Minn., and Redfield, Dak., R. P. O.
2.41	1,504	6	1	July 1, 1884	27	At Slocum's Junction (n. o.), Mich., connects with the Detroit and Toledo R. P. O., day line.
9.58	11,956	12	22	July 1, 1889	2,853	Balance of route (136.30 miles) covered by R. P. O. service. (See Table A[8].) Lancaster and Boston R. P. O. exchanges with Northumberland, Groveton, and Portland and Island Pond R. P. O., this R. P. O. with Northumberland and Lancaster, Lancaster with Groveton and Northumberland.
14.96	9,335	6	14	July 1, 1887	214	Supplied by Stuart, Iowa, and by West Liberty and Council Bluffs, Iowa, R. P. O.
(1)	[2] 9,794	([3])	8	July 1, 1889	1,861	[1] Miles of route (27.51) covered by Gypsum and Marquette, Kans., R. P. O. [2] From July 10, 1888. [3] Trains west-bound carry closed pouches; east-bound service is performed by Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O. (See Table A[8].)
14.15	8,830	6	2	July 1, 1888	14	
19.64	12,255	6	16	July 1, 1888	157	Connects Washington and Wilmington R. P. O. at Halifax.
34.51	10,767	3	10	July 1, 1887	84	Supplied by Moorhead, Minn. Connects at Moorhead, Minn., with Boundary Line (n. o.), Dak., and St. Paul, Minn.; Fargo, Dak., Wilmar and St. Paul, Minn., and St. Paul, Minn., and Mandan, Dak., R. P. O.'s.
20.65	12,886	6	6	July 1, 1888	50	Connects Williamston and Rocky Mountain R. P. O. at Tarborough.
9.40	17,597	18	12	July 1, 1885	260	
22.96	14,327	6	12	July 1, 1887	67	Supplied by initial and terminal offices. Connects at Hampton, Iowa, with Mason City and Albia, Iowa, and with Bremer and Hampton, Iowa, R. P. O.'s. Connects at Belmond, Iowa, with Mason City and Fort Dodge, Iowa, R. P. O., and with Forest City and Dows, Iowa, pouch service.
6.41	10,000	15	7	July 1, 1889	169	Connects Baltimore and Grafton R. P. O. at Hancock Station (n. o.).
[1]6.65	8,274	12	8	July 1, 1889	739	[1] Balance of route (23.30 miles), covered by Glyndon and Gettysburgh R. P. O. (See Table A[8].)
4.01	7,932	19	6	July 1, 1888	88	[1] Service performed on street cars.
8.20	10,234	12	11	July 1, 1887	236	At Petoskey, Mich., connects Mackinaw City and Grand Rapids R. P. O.'s.
55.79	34,813	6	32	Mar. 24, 1887	155	Supplied by initial and terminal offices. Connects at Andover, Dak., with St. Paul, Minn., and Mitchell, Dak., R. P. O.
14.35	8,954	6	10	July 1, 1887	236	Supplied by Avoca, Iowa, and by West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Avoca, Iowa, with Avoca and Carson, Iowa, pouch service.
7.15	8,923	12	4	.....	.....	Connects Cumberland and Davis R. P. O. at Harrison, (n. o.).
21.71	13,547	6	6	July 1, 1889	164	
.....	5,913	24	16	July 1, 1884	349	[1] Railway post-office service established on this route November 27, 1888. (See Louisville and Burgin R. P. O., Table A[8].)
4.15	2,590	6	8	July 1, 1884	70	At Mears, Mich., connects Pentwater and Muskegon R. P. O.
83.94	21,178	6	22	July 1, 1886	152	Supplied by initial and terminal offices and by Sioux City, Iowa, and Norfolk, Nebr., R. P. O.
25.41	18,549	7	8	July 1, 1884	141	
8.58	10,708	12	12	July 1, 1889	183	Supplied by initial and terminal offices and Bangor and Boston R. P. O.
10.22	12,754	12	4	July 1, 1888	104	
12.62	15,748	12	8	July 1, 1886	206	Connects at Harwood, Tex., with Houston and Eagle Pass, Tex., R. P. O.

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Hastings and Red Cloud, Nebr.	6	34029 (part)	Hastings, Oxford, Nebr	Burlington and Mo. River in Nebr.
Hastings and Sidney, Iowa ...	6	27043	Hastings, Sidney, Iowa.....	Chicago, Burlington and Quincy.
Hatfield and Norwood, N. Y...	2	6133	Hatfield, Norwood, N. Y ...	Rome, Watertown and Ogdensburgh.
Hauser and Cœur d'Alene, Idaho.	8	42002	Hauser. Cœur d'Alene, Idaho.	Spokane Falls and Idaho R. R.
Hayt's Corners and Willard, N. Y.	2	6128	Hayt's Corners, Willard, N. Y.	Geneva, Ithaca and Sayre...
Hazel Creek Bridge and Audenreid, Pa.	2	8012	Hazel Creek Bridge, Audenried, Pa.	Lehigh Valley.....
Henderson and Overton, Tex..	11	31015	Henderson, Overton, Tex ...	International and Great Northern.
Henderson and Oxford, N. C...	3	13014	Oxford, Henderson, N. C	Oxford and Henderson.....
Herington and Salina, Kans ...	7	33096	Herington, Salina, Kans	Chicago, Rock Island and Pacific.
Highlands and Branchport Junction, N. J.	2	7026 (part)	Highlands, Whitings, N. J ..	Central R. R. of N. J .....
Hilbert and Appleton, Wis	10	25040	Hilbert, Appleton, Wis	Milwaukee and Northern...
Hilliard's and Branchton Junction, Pa.	2	8152	Branchton Junction, Hilliard's, Pa.	Pittsburgh, Shenango and Lake Erie.
Hillsborough and Sardinia, Ohio.	5	21066	Hillsborough, Sardinia, Ohio	Ohio and Northwestern.....
Hillsdale and New Almaden, Cal.	8	46004	Hillsdale, New Almaden, Cal.	Southern Pacific R. R.....
Hinckley and St. Cloud, Minn .	10	26049	St. Cloud, Hinckley, Minn ..	St. P., Minn. and Manitoba..
Hodgensville and Elizabethtown, Ky.	5	20038	Elizabethtown, Hodgensville, Ky.	Hodgensville and Elizabethtown.
Hodges and Abbeville, S. C....	4	14009	Hodges, Abbeville, S. C	Rich. and Dan .....
Hogan and Dexterville, Wis...	10	25065	Dexterville, Hogan, Wis	Wis., Pitts. and Superior....
Hoisington and Great Bend, Kans.	7	33071	Hoisington, Great Bend, Kans.	Kansas and Colorado .....
Hollidaysburgh Junction (n. o.) and Nowry, Pa.	2	8140	Hollidaysburgh Junction, Nowry, Pa.	Penn'a.....
Holyoke and Westfield, Mass .	1	3069	Holyoke, Westfield, Mass..	New Haven and Northampton R. R.
Homer and Gibsland, La.....	11	30018	Gibsland, Homer, La.....	Louisiana North and South.

parts of railroads over which no railway post-offices run, in operatio

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remark
					Pounds.	
41.48	25,883	6	16	July 1, 1886	4,566	Supplied by initial and te Omaha and McCook, Nebr Hastings, Nebr., with Auro pouch service, and at Red (sas City, Mo., and Oxford,
						[1]Balance of route covered and Oxford, Nebr., R. P. C
22.14	13,815	6	10	July 1, 1887	189	Supplied by Hastings, Iowa, Council Bluffs, Iowa, R. P. ings, Iowa, with Carson pouch service.
13.54	16,898	12	24	July 1, 1889	152	
13.88	10,132	7	18	Mar. 14, 1887	112	Connects at Hauser with Sp land R. P. O. Supplied b
5.75	12,558	21	15	July 1, 1889	151	
8.52	18,608	21	12	July 1, 1889	163	
17.01	12,417	7	6	July 1, 1886	229	Connects at Overton, Tex., and Houston, Tex., R. P. O
13.50	8,424	6	12	July 1, 1888	272	Connects Norfolk and Ralei son.
([1])	[2]4,390	7	16	July 1, 1889	221	[1]Miles of route (49.89) now and Salina, Kans., R. P. O. [2]From October 8 to Novemb
[1]11.81	29,478	24	24	July 1, 1889	671	[1]Balance of route (30.41 m Bank and Bridgeton R. P. no service 3.90 miles, Bra Eatontown.
21.94	27,381	12	16	July 1, 1887	144	Supplied by Appleton, Wis tain, Mich., and Milwauke nects at Menasha, Wis., wi and Chicago, Ill., R. P. O with Ashland and Milwaul at Neenah, Wis., with ford, Wis., and Minneapoli
10.47	12,467	12	16	July 1, 1889	88	
19.42	12,118	6	22	July 1, 1888	170	
10.20	7,446	7	6	July 1, 1889	89	New service established Oc Connects at Hillsdale with S Margarita R. P. O., San F maden exchanges.
68.24	42,583	6	16	July 1, 1887	70	Supplied by initial and term at Hinckley, Minn., with Minn., R. P. O.; at St. Clou ary Line (n. o.), Dak., and Cloud and Willmar, Min Milaca, Minn., with Milaca pouch service.
11.70	7,301	6	4	July 1, 1889	124	
11.85	14,788	12	4	July 1, 1888	162	
15.72	9,809	6	4	Aug. 25, 1888	17	Supplied by Dexterville, Wi Tomah, Wis., R. P. O. Co Wis., with Fort Howard Minn., R. P. O., and Dox Vesper, Wis., pouch servic
10.34	15,096	14	8	July 1, 1888	92	Connects at Great Bend, Ka Mo., and Pueblo, Colo., R. and Scott, Kans. R. P. O. C Kans., with Kansas City, Pueblo, Colo., R. P. O.
3.06	3,819	12	10	July 1, 1889	84	
10.54	16,342	15	9	July 1, 1889	185	Holyoke exchanges with W burgh and New Haven R.
19.63	28,639	14	8	July 1, 1889	184	Connects at Gibsland, La., and Shreveport, La., R. P.

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Honesdale and Carbondale, Pa.	2	8116	Honesdale, Carbondale, Pa.	Delaware and Hudson Canal Co.
Honesdale and Lackawaxen, Pa.	2	8009	Honesdale, Lackawaxen, Pa.	N. Y., Lake Erie and Western
Honey Grove and Ladonia, Tex.	11	[1]31053 (part)	Dallas, Honey Grove, Tex ..	Gulf, Colorado and Santa Fé
Hope and Ripon, Dak.....	10	[1]35003 (part)	Breckenridge, Minn., Hope, Dak.	St. P., Minn. and Manitoba..
Hope Valley and Wood River Junction (n. o.), R. I.	1	4009	Wood River Junction (n.o.), Hope Valley, R. I.	Wood River Branch R. R...
Hopewell Junction and Wicopee Junction, N. Y.	2	6125	Hopewell Junction, Wicopee Junction, N. Y.	N. Y. and New England ....
Hortonville and Oshkosh, Wis.	10	25046	Oshkosh, Hortonville, Wis..	Mil., L. S. and Western ....
Houlton, Me., and New Brunswick Line (n. o.).	1	16	Houlton, Me., New Brunswick Line. (n. o.)	New Brunswick R. R.....
Houston and Alvin, Tex	11	31047	Houston, Alvin, Tex	Gulf, Colorado and Santa Fé.
Houston and Columbia, Tex...	11	31008	Houston, Columbia, Tex....	International and Great Northern.
Houston and Sealy, Tex.....	11	31020	Houston, Sealy, Tex	Texas Western.....
Howard City and Grand Rapids, Mich.	9	24070	Howard City, Grand Rapids, Mich.	Detroit, Lansing and Northern.
Humboldt and Republic, Mich .	10	24053	Humboldt, Republic, Mich ..	Dul., So. Shore and Atlantic
Hunter and Phœnicia, N. Y ...	2	6118	Phœnicia, Hunter, N. Y	Stony Clove and Catskill ...
Hunter's Run and Pine Grove Furnace, Pa.	2	8052 (part)	Carlisle, Pine Grove Furnace, Pa.	Gettysburgh and Harrisburg.
Huntsville and Phelps, Tex ...	11	31034	Phelps, Huntsville, Tex.....	International and Great Northern.
Huron and Norwalk, Ohio ...	5	21087	Huron, Norwalk, Ohio.....	Wheeling and Lake Erie....
Hutchinson and Glencoe, Minn.	10	26056	Glencoe, Hutchinson, Minn .	Chi., Mil. and St. Paul.....
Hutchinson Junction (n. o.) and Hutchinson, Minn.	10	26060	Hutchinson Junction (n. o.), Hutchinson, Minn.	St. P., Minn., and Manitoba.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
17.48	43,630	24	30	July 1, 1889	245	
24.94	46,688	18	36	July 1, 1889	599	
12.30	17,958	14	6	Feb. 16, 1887	156	[1]68.41 miles of route No. 31053, between Ladonia and Dallas, Tex., covered by Paris and Weatherford, Tex. R. P. O. (See Table A[a].) Connects at Honey Grove, Tex., with the Texarkana, Ark., and Whitesborough, Tex., R. P.O., and at Ladonia, Tex., with Paris and Weatherford, Tex., R. P. O.
29.84	9,319	3	16	July , 1886	763	[1]Balance of route covered by Larimore, Dak., and Breckenridge, Minn., R. P. O. (See Table A[a].(Supplied by Ripon, Dak., and by Larimore, Dak., and Breckenridge, Minn., R. P. O.
5.93	11,101	18	14	July 1, 1889	168	Providence and New London R. P. O. with Hope Valley and Woodville.
11.23	10,511	9	28	July 1, 1885	1,051	
23.77	23,665	12	12	July 1, 1887	156	Supplied by Oshkosh, Wis., and by Ashland and Milwaukee, Wis., R. P. O. Connects at Crete, Wis., with Chicago, Ill., Abbotsford, Wis., and Minneapolis, Minn., R. P. O., and at Oshkosh, Wis., with Fort Howard, Wis., and Chicago, Ill., and Oshkosh and Milwaukee, Wis., R. P. O's
4.00	8,736	21	22	July 1, 1889	392	Houlton exchanges with Vanceborough and Bangor R. P. O., Calais, Caribou, Presque Isle, Fort Fairfield, St. Andrew's, and Vanceborough and Andover R. P. O.
23.71	43,270	14	10	July 1, 1886	447	Makes Houston, Tex., connections and connects at Alvin, Tex., with Newton, Kans., and Galveston, Tex., R. P. O.
51.00	15,912	3	16	July 1, 1886	139	Makes Houston, Tex., connections.
52.87	16,495	3	9	July 1, 1886	46	Makes Houston, Tex., connections, and connects at Sealy, Tex., with the Newton, Kans., and Galveston, Tex., R. P. O.
34.48	20,757	6	14	July 1, 1888	309	At Grand Rapids, Mich., connects the Baldwin and Grand Rapids, Cadillac and Fort Wayne, Detroit and Grand Haven, Detroit and Grand Rapids, Grand Rapids and Cincinnati, Grand Rapids and Elkhart, Grand Rapids and La Crosse, and Mackinaw City and Grand Rapids R. P. O's. At Howard City connects the East Saginaw and Howard City R. P. O. Order June 25, 1889, discontinuing this route to take effect June 17, 1889.
8.61	6,285	7	4	July 1, 1884	60	Supplied by Humboldt, Mich., and by Mackinaw City and Houghton, Mich., R. P. O's. Connects at Republic, Mich., with Republic and Iron Mountain, Mich., pouch service.
15.11	18,857	12	20	July 1, 1889	320	
(1)8.97	11,195	12	4	July 1, 1886	213	[1]Balance of route (10 miles) covered by Carlisle and Gettysburgh R. P. O. (See Table A[a].)
8.38	12,234	14	6	July 1, 1886	213	Connects at Phelps, Tex., with the Texarkana, Ark., and Houston, Tex., R. P. O.
14.13	17,634	12	8	July 1, 1888	90	
14.24	17,771	12	10	Dec. 1, 1886	76	Supplied by Glencoe, Minn., and by St. Paul, Ortonville, Minn., and Fargo, Dak., R. P. O. Connects at Hutchinson, Minn., with Hutchinson Junction (n. o.), and Hutchinson, Minn., pouch service.
53.40	33,322	6	15	July 1, 1888	64	Supplied by Minneapolis, Minn. Connects at Hutchinson Junction, Minn., with Fargo, Dak., Willmar, and St. Paul, Minn., R. P. O.; at Excelsior, Minn., with St. Paul, Minn., and Watertown, Dak., R. P. O.; and at Hutchinson, Minn., with Hutchinson and Glencoe, Minn., pouch service.

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Ignacio Station (n. o.) and Junction (n. o.), Cal.	8	46036	Junction (n. o.), Ignacio Station (n. o.), Cal.	Marine and Napa R. R. Co..
Inman and Victoria, Tenn.....	5	19025	Inman, Victoria, Tenn	Nashville, Chattanooga and St. Louis.
Ione and Galt, Cal.....	8	46023	Galt, Ione, Cal	Central Pacific R. R .....
Iron City and Pinkney, Tenn.	5	19023	Iron City, Pinkney, Tenn ...	Nashville, Florence and Sheffield.
Iron River Junction (n. o.) and Watersmeet, Mich.	10	24038	Iron River Junction, Watersmeet, Mich.	Chicago and Northwestern..
Irwin and Blackburn, Pa.....	2	8129	Irwin, Blackburn, Pa.....	Youghiogheny.....
Isabel and Brownsville, Tex...	11	31018	Brownsville, Isabel, Tex	Rio Grande.....
Jackson and Allenville, Mo ..	7	28048	Allenville, Jackson, Mo.....	St. Louis, Iron Mountain and Southern.
Jacksonville and Mayport, Fla.	4	16036	Jacksonville, Mayport, Fla .	J., May., Pab. Ry. and Nav. Co.
Jacksonville and Pablo Beach, Fla.	4	16030	Jacksonville, Pablo Beach, Fla.	Jacksonville and Atlantic R. R.
Jacksonville and St. Augustine, Fla.	4	16016	Jacksonville, St. Augustine, Fla.	J., St. Aug. and Hal. River R. R.
Jamaica and Brooklyn, N. Y ..	2	6124	Brooklyn, Jamaica, N. Y ..	Long Island .....
Jamestown and Burr Oak, Kans.	7	33032	Jamestown, Burr Oak, Kans.	Central Branch Union Pacific.
Jamesville and Washington, N. C.	3	13013	Jamesville, Washington, N. C.	Jamesville and Washington.
Janesville and Afton, Wis.....	10	25052	Afton, Janesville, Wis.....	Chicago and Northwestern ..
Jasper and Huntingburgh, Ind.	5	22032 (part)	Evansville, Jasper, Ind	Louisville, Evansville and St. Louis.
Jefferson Junction and Susquehanna, Pa.	2	8064 (part)	Carbondale, Susquehanna, Pa.	N. Y., Lake Erie and W ...
Jeffersonville and Watson, Ind.	5	22056	Jeffersonville, Watson, Ind .	Ohio and Mississippi . ....
Johnson Junction (n. o.) and Hillsborough, Ky.	5	20019	Johnson Junction (n. o.), Hillsborough, Ky.	Cincinnati and South Eastern.
Johnsonville and Stoneville, Miss.	4	18013	Stoneville, Johnsonville, Miss.	Rich. and Dan. R. R.....
Joplin and Neosho, Mo.....	7	28069	Joplin, Neosho, Mo	Kansas City, Fort Smith and Southern.
Juab and Frisco, Utah.....	8	41001 (part)	Juab, Frisco, Utah.....	Utah Central R. R .....
Junction and Columbia, Pa....	2	8031 (part)	Columbia, Sinking Spring, Pa.	Philadelphia and Reading ..
Junction and Mound City, Ill..	6	23028	Junction, Mound City, Ill..	Illinois Central .....
Kaaterskill and Kaaterskill, Junction, N. Y.	2	6131	Kaaterskill, Kaaterskill Junction, N. Y.	Kaaterskill .....
Kalamazoo and Hastings, Mich.	9	24077	Kalamazoo, Hastings, Mich.	Chicago, Kalamazoo and Saginaw.

RAILWAY MAIL SERVICE—CLOSED POUCH SERVICE.

parts of railroads over which no railway post-offices run, in operation, etc —Contin

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
7.50	5,475	7	8	July 1,1889	90	New service established August 3, 1888. Su by San Francisco.
5.68	3,544	6	2	July 1,1888	104	
27.85	20,331	7	24	.....	.....	Connects at Galt with Sacramento and San cisco R. P. O.
11.65	5,173	6	6	July 1,1889	46	Service established October 15, 1888.
54.79	39,997	7	8	July 1,1884	88	Supplied by Florence, Wis., and Watersmeet, Connects at Iron River Junction (n. o.), with Crystal Falls, Mich., and Florence, pouch service; and at Watersmeet, Mich Ashland and Milwaukee, Wis., R. P. O.
8.53	5,323	6	4	July 1,1889	60	
23.16	16,906	7	12	July 1,1886	26	[1] Isabel and Brownsville, Tex., exchange po Also exchanges pouches three times a with New Orleans, La., by steamer.
16.80	20,966	12	20	July 1,1887	139	Connects at Allenville, Mo., with St. Louis and Columbus, Ky., R. P. O.
18.61	11,612	6	10	July 1,1889	102	
17.38	10,845	12	6	Feb. 4,1887	44	
37.71	55,071	14	12	July 1,1888	1,008	
9.18	11,457	12	19	July 1,1889	469	
33.86	21,129	6	24	July 1,1886	381	Connects at Jamestown, Kans., with Atchis Lenora, Kans., R. P. O., and at Mankato, with St. Joseph, Mo., and Colorado Springs, R. P. O.
23.31	14,545	6	14	July 1,1888	230	Connects Norfolk and Edenton R. P. O. at ville by boat between Jamesville and Eden
6.69	12,524	18	10	July 1,1887	168	Connects Chicago, Ill., and Winona, Minn., (day line) with Janesville, Wis., and lines ing there.
6.97	13,048	18	14	July 1,1888	717	[1] Balance of route (47.39 miles) covered by ville, Huntingburgh and Evansville R. (See Table A[a].)
[1]3.80	4,742	12	4	July 1,1885	231	[1] Balance of route (35.71 miles) covered by veh and Carbondale R. P. O. (See Table A
7.50	10,830	13	10	.....	.....	Service established October 10, 1888.
16.91	18,040	6	[1]10	July 1,1884	111	[1] Six round trips per week over whole lin twelve additional round trips per week be Johnson Junction and Flemingsburgh, distance, 6 miles.
20.44	12,754	6	6	July 1,1888	68	
20.37	10,063	13	10	July 1,1889	68	New service from February 18, 1889. Conn Joplin, Mo., with Fort Scott, Kans., and City, Mo., R. P. O., Girard and Galena, Ka P. O., Kansas City and Joplin, Mo., R. P. Oronogo and Joplin, Mo., pouch service. nects at Neosho, Mo., with Monett, Mo., a ita, Ind. T., R. P. O.
139.15	101,580	7	32	July 1,1886	837	Connects with Salt Lake and Juab R. P. C offices supplied by that line. (See Ogd Salt Lake, and Salt Lake and Juab R. P. balance of route, Table A[a].)
[1]11.73	14,639	12	8	July 1,1889	536	[1] Balance of route (28 miles) covered by R and Quarryville R. P. O. (See Table A[a].)
2.96	2,161	7	2	July 1,1887	73	Connects Centralia and Cairo R. P. O. with City, Ill.
7.40	2,309	[1]12	12	July 1,1889	221	[1] Service only three months in the year.
31.08	38,788	12	22	July 1,1889	143	At Kalamazoo connects the Cadillac an Wayne, Detroit, and Chicago, Grand Rapi Elkhart, Grand Rapids and Cincinnati and mazoo and South Haven, R. R. O's. At Hastings connects the Detroit and Grand R R. P. O's.

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Katahdin Iron Works and Milo Junction (n. o.), Me.	1	9	Milo Junction (n. o.), Katahdin Iron Works, Me.	Bangor and Katahdin Iron Works R. R.
Keathley and Clinton, Tenn [1].	5	19022	Keathley, Clinton, Tenn....	East Tennessee, Virginia and Georgia.
Keating and Karthans, Pa...	2	8167	Keating, Karthans, Pa.....	Penn'a.....
Kenesaw and Kearney, Nebr..	6	34030	Kenesaw, Kearney, Nebr...	Burlington and Missouri River in Nebr.
Kennebunk Port and Kennebunk Station (n. o.), Me.	1	27	Kennebunk Port, Kennebunk Station (n. o.), Me.	Boston and Maine R. R.....
Kensett and Searcy, Ark[1].....	11	29011	Searcy, Kensett, Ark.....	Searcy and West Point.....
Keokuk, Iowa, and Warsaw, Ill.	6	[1]23027 (part)	State Line (n. o.), Warsaw, Ill.	Toledo, Peoria and Western.
Kercheval and Cannelton, Ind.	5	22052	Kercheval, Cannelton, Ind.	Louisville, Evansville and St. Louis.
Kildare and Linden, Tex.....	11	31069	Kildare, Linden, Tex.....	Kildare and Linden.....
Kingfield and Strong Station (n. o.), Me.	1	25	Strong Station (n. o.), Kingfield, Me.	Franklin and Megantic R. R.
Kingston and Rome, Ga.....	4	15008	Kingston, Rome, Ga.....	Rome R. R .....
Kingston Depot and Narragansett Pier, R. I.	1	4007	Kingston Depot, Narragansett Pier, R. I.	Narragansett Pier R. R.....
Kingsville and Yosemite, Ky	5	20028	Kingsville, Yosemite, Ky ...	Cincinnati and Green River.
Kinkora and Juliustown, N. J.	2	7012	Kinkora, Juliustown, N. J..	Penn'a.....
Kinzua Junction and Smethport, Pa.	2	8132 (part)	Bradford, Smethport, Pa....	Brad., B. and K.....
Kittery Junction (n. o.) and York Beach, Me.	1	28	Kittery Junction (n. o.), York Beach, Me.	York Harbor and Beach R. R.
La Crosse and Goodland, Ind[1]..	5	[2]22028	La Crosse, Attica, Ind.....	Chicago and Indiana Coal ..
La Cross Junction (n. o.) and Connell, Wash.	8	43006 (part)	Connell, La Cross Junction, (n. o.), Wash.	Oregon Rwy. and Navigation Co.
La Harpe, Ill., and Burlington, Iowa.	6	23076	La Harpe, Ill., Burlington, Iowa.	Toledo, Peoria and Western.
La Jose and Hastings, Pa.....	2	8182	La Jose, Hastings, Pa	Cambria and Clearfield .....
Lake City and Cadillac, Mich.	9	24066	Cadillac, Lake City, Mich ..	Cadillac and Northeastern..
Lake City and Fort White, Fla	4	16032	Lake City, Fort White, Fla.	Savannah, Fla. and Western.
Lake George and Fort Edward, N. Y.	2	6032	Fort Edward, Lake George, N. Y.	Delaware and Hudson Canal Co.
Lake Linden and Junction (n. o.), Mich.	10	24069	Junction, Lake Linden, Mich.	Hancock and Calumet .....

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
18.90	23,587	12	12	July 1, 1889	72	Connects Greenville and Bangor R. P. O. at Milo Junction.
.....	7,933	6	10	July 1, 1889	811	[3]Oliver Springs and Keathley (18.06 miles) extended to Clinton, Tenn., September 17, 1888, increasing distance 13.83 miles. On December 27, 1888, R. P. O. service established, and is now known as Keathley and Knoxville, R. P. O. (See Table A[8].)
22.17	13,834	6	6	July 1, 1889	69	
24.57	17,936	7	16	July 1, 1886	369	Supplied by initial and terminal offices, and by Omaha and McCook, Nebr., R. P. O., connects at Kearney, Nebr., with Omaha, Nebr., and Ogden, Utah, R. P. O.
4.67	11,566	24	26	July 1, 1889	192	Supplied by Portland and Boston R. P. O's.
4.76	12,161	[2]21	12	July 1, 1886	286	[1] Connects at Kensett, Ark., with St. Louis, Mo., and Texarkana, Ark., R. P. O. [2] Train four times daily to Searcy, Ark., and three times daily back to Kensett, Ark.
6.37	7,950	12	6	July 1, 1887	1,607	[1]Balance of route covered by Logansport, Ind., and Keokuk, Iowa, R. P. O. Supplied by Keokuk, Iowa, and by Logansport, Ind., and Keokuk, Iowa, R. P. O.
22.50	28,080	12	26	July 1, 1888	82	
13.26	8,274	6	4	.....	.....	Established April 1, 1889. Connects at Kildare, Tex., with Texarkana, Ark., and El Paso, Tex., R. P. O.
15.19	9,478	6	22	July 1, 1889	151	Connects at Strong Station, Me., with Farmington and Lewiston R. P. O.
19.20	25,996	13	8	July 1, 1888	261	
8.50	15,912	18	40	July 1, 1889	453	Providence and New London R. P. O. exchange with Narragansett Pier, Gould, Peacedale, Rocky Brook, and Wakefield, Narragansett Pier with Providence and Boston, Providence and New York R. P. O.
11.76	7,338	6	8	July 1, 1884	83	
9.87	12,318	12	12	July 1, 1889	147	
[1]15.84	19,768	12	20	July 1, 1889	268	[1]Balance of route (10.34 miles) covered by Wellsville and Bradford R. P. O. (See Table A[8].)
11.33	14,140	12	20	July 1, 1889	143	Connects at Kittery Junction with North Conway and Boston R. P. O., and Bangor and Boston R. P. O.
49.30	15,677	6	18	July 1, 1888	343	[1]Service established December 27, 1888. [2]Balance of route, Goodland to Attica, Ind. (34.63 miles), covered by Momence and Brazil R. P. O. (See Table A[8].)
53.70	33,509	6	12	July 1, 1886	400	Connects at La Cross Junction with Farmington and Pendleton R. P. O., and at Connell with Spokane and Portland R. P. O. 27.80 miles of route; Moscow to Colfax, balance of route, covered by Farmington and Pendleton R. P. O. (See Table A[8].)
20.10	25,065	12	10	July 1, 1887	141	Supplied by Burlington, Iowa, and by Logansport, Ind., and Burlington, Iowa, R. P. O. Connects at Burlington, Iowa, with all lines centering at that point.
14.28	8,973	6	8			
12.65	17,035	12	5	Feb. 1, 1886	82	At Cadillac, connects the Cadillac and Fort Wayne and Mackinaw City and Grand Rapids R. P. O's.
21.93	27,369	12	6	July 1 1888	56	
15.95	27,370	[1]30	[2]68	July 1 1889	641	[1]12 round trips for 9 months, and 30 round trips for 3 months, per week. [2]44 pouches daily for 9 months, and 68 pouches daily for 3 months.
3.35	4,891	16	10	Sept. 10, 1886	225	Supplied by Houghton and Calumet, Mich., and by Mackinaw City and Houghton, Mich., R. P. O. Connects at Junction (n. o.), Mich., with Calumet and Houghton, Mich., pouch service.

TABLE C.—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division	Number of route.	Contract designation, termini of route.	Corporate title of company.
Lake Park, Iowa, and Worthington, Minn.	6	27085	Lake Park, Iowa, Worthington, Minn.	Burlington, Cedar Rapids and Northern.
Lake Roland and Stevenson, Md.	3	10018	Lake Roland, Stevenson, Md.	Northern Central.
La Moure and Edgely, Dak.	10	135015 (part)	Fargo, Edgely, Dak.	Northern Pacific.
Lanes and Georgetown, S. C.	4	14020	Lanes, Georgetown, S. C.	Georgetown and West. R. R.
Lansdale and Norristown, Pa.	2	8098	Norristown, Lansdale, Pa.	Stony Creek.
Latrobe and Ligonier, Pa.	2	8118	Latrobe, Ligonier, Pa.	Ligonier Valley.
Lawrence and Carbondale, Kans.	7	33014	Lawrence, Carbondale, Kans.	Lawrence, Emporia and Southwestern.
Lawrence and Lowell, Mass.	1	3017	Lowell, Lawrence, Mass.	Boston and Maine R. R. (Lowell system).
Lawrence and Salem, Mass.	1	3005	Salem, Lawrence, Mass.	Boston and Maine R. R.
Lawrenceburgh Junction (n.o.) and Lawrenceburgh, Ind.	5	22045	Lawrenceburgh Junction (n. o.), Lawrenceburgh, Ind.	Cincinnati, Indianapolis, St. L. and Chicago.
Lawton and South Haven, Mich.	9	24063	Lawton, South Haven, Mich.	Toledo and South Haven.
Leadville and Aspen, Colo.	7	138034 (part)	Colorado Springs, Aspen, Colo.	Colorado Midland.
Leavenworth and Menager, Kans.	7	33099	Menager Junction (n.o.), Leavenworth Station (n.o.), Kans.	Kansas City, Wyandotte and Northwestern.
Leaman Place and Strasburgh, Pa.	2	8026	Strasburgh, Leaman Place, Pa.	Strasburgh.
Lebanon and Cornwall, Pa.	2	8149	Lebanon, Cornwall, Pa.	Cornwall.
Lebanon Station (n.o.) and Albany Junction (n.o.), Oregon.	8	44010	Albany Station (n.o.), Lebanon Station (n.o.), Oregon.	Oregon and California R. R.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
18.80	11,731	6	10	July 1, 1887	210	Supplied by Worthington, Minn., and by Cedar Rapids, Iowa, and Watertown, Dak., R. P. O. Connects at Worthington, Minn., with St. Paul, Minn., and Council Bluffs, Iowa, and with Worthington, Minn., and Mitchell, Dak., R. P. O's.
5.51	3,438	6	4	July 1, 1889	39	Supplied by closed pouches from Baltimore, Md.
21.90	13,666	6	8	July 1, 1889	425	[1] Balance of route covered by Fargo and La Moure, Dak., R. P. O. (See Table A[a].) Supplied by initial and terminal offices and by Fargo and La Moure, Dak., R. P. O. Connects at Edgely, Dak., with Edgely and Aberdeen, Dak., pouch service, and at La Moure, Dak., with Jamestown and Oakes, Dak., R. P. O.
36.00	26,280	7	6	July 1, 1888	267	
10.80	9,099	9	15	July 1, 1889	141	
10.80	13,478	12	12	July 1, 1889	167	
35.75	21,060	6	10	July 1, 1889	59	Connects at Lawrence, Kans., with Kansas City, Mo., and Denver, Colo., R. P. O., Kansas City, Mo., and Pueblo, Colo., R. P. O., Lawrence and Gridley, Kans., R. P. O., and Leavenworth and Lawrence, Kans., R. P. O.; at Richland, Kans., with Topeka and Fort Scott, Kans., R. P. O.; at Carbondale, Kans., with Kansas City, Mo., and Pueblo, Colo., R. P. O.
14.08	30,751	21	20	July 1, 1889	165	Tewksbury exchanges with Boston, Lowell, and St. Albans and Boston R. P. O., Lowell with Lawrence and Portland and Boston R. P. O.
22.33	41,802	18	40	July 1, 1889	129	Connects at Salem and Lawrence with Portland and Boston R. P. O., and Manchester, Lawrence, and Boston R. P. O.
2.50	1,945	[1]19	8	July 1, 1888	386	[1] One round trip daily, and two round trips daily, except Sunday.
36.03	24,853	13	34	July 1, 1884	136	At Lawton, Mich., connects Detroit and Chicago R. P. O. At Hartford connects Grand Rapids and La Crosse R. P. O. At South Haven connects Kalamazoo and South Haven R. P. O. This line was extended from Hartford to South Haven, Mich., increasing distance 15.83 miles. The annual miles were computed on the basis of 270 days from July 1, 1888, to May 13, 1889, at the old distance (20.21 miles), and 42 days, May 13 to June 30, 1889, inclusive, with 36.03 miles as the distance.
80.55	30,477	([2])	28	July 1, 1889	671	New service from January 28, 1889. Connects at Leadville, Colo., with Colorado Springs and Leadville, Colo., R. P. O., Denver and Aspen, Colo., R. P. O., and Denver and Leadville, Colo., R. P. O.; at Aspen Junction (n. o.), Colo., with Aspen Junction (n. o.) and New Castle, Colo., pouch service, and at Aspen, Colo., with Denver and Aspen, Colo., R. P. O. [1] 135.50 miles of route 38034, between Colorado Springs and Leadville, Colo., covered by Colorado Springs and Leadville, Colo., R. P. O. (See Table A[a].) [2] Seven round trips between Leadville and Aspen, Colo., and seven between Aspen Junction (n. o.) and Aspen, Colo. (18.40 miles).
9.89	6,666	20	10	.....	.....	New service from March 5, 1889. Makes Leavenworth, Kans., connections; also connects at Lansing, Kans., with Leavenworth and Lawrence, Kans., R. P. O., and at Menager Junction (n. o.), Kans., with Kansas City, Mo., and Seneca, Kans., R. P. O.
5.25	6,552	12	8	July 1, 1889	58	
6.25	7,800	12	12	July 1, 1889	94	
12.50	15,600	12	10	July 1, 1889	171	Connects at Albany Junction (n. o.) with Portland, Oregon, and San Francisco, Cal., R. P. O.; at Tollman with Portland and Coburg R. P. O.

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Leeds Junction (n. o.) and Lewiston, Me.	1	3 (part)	Farmington, Brunswick, Me.	Maine Central R. R.
Lehi and Silver City, Utah	8	41011	Lehi Junction, Silver City, Utah.	Salt Lake and Western R. R.
Leicester Junction, Vt., and Addison Junction (n. o), N. Y.	1	2008	Leicester Junction, Vt., Addison Junction (n.o.), N. Y.	Central Vermont R. R.
Lewisburgh and Sunbury, Pa.	2	8153	Sunbury, Lewisburgh, Pa.	Philadelphia and Reading.
Lewiston and South Auburn, Me.	1	21	LewistonSouth Auburn, Me.	Grand Trunk R. R.
Lewiston and Suspension Bridge, N. Y.	2	6016 (part)	Buffalo, Lewiston, N. Y.	N. Y. C. and H. R.
Liegan Station (n.o.), Cal., and Reno, Nev.	8	45005	Reno, Nev., Liegan Station (n. o.), Cal.	Nevada and California R. R.
Little River and Hollyrood, Kans.	7	33065	Little River, Hollyrood, Kans.	Chicago, Kansas and Western.
Lockhart and San Marcos, Tex.	11	31063	San Marcos, Lockhart, Tex.	Taylor, Bastrop and Houston (M., K. and T.).
Lockport Junction (n. o) and Tonawanda, N. Y.	2	6015	Tonawanda, Lockport Junction (n. o), N. Y.	N. Y. C. and H. R.
Locust Valley and Mineola, N. Y.	2	6044	Minola, Locust Valley, N. Y.	Long Island
Longview and Carthage, Tex.	11	31048	Longview, Carthage, Tex.	Galveston, Sabine and St. Louis. (Tex., Sab. Val. and N. W.).
Lorain and Grafton, Ohio	5	21041 (part)	Lorain, Bellaire, Ohio	Cleveland, Lorain and Wheeling.
Los Angeles and Port Ballona, Cal.	8	46058	Los Angeles, Port Ballona, Cal.	California Central Rwy
Los Angeles and San Pedro, Cal.	8	46013	Los Angeles, San Pedro, Cal.	Southern Pacific R. R.
Los Angeles and Santa Monica, Cal.	8	46020	Los Angeles, Santa Monica, Cal.	Los Angeles and Independence R. R.
Louisburgh and Franklinton, N. C.	3	13025	Louisburgh, Franklinton, N. C.	Raleigh and Gaston.
Louisville and Prospect (n. o.), Ky.	5	20023	Louisville, Prospect (n. o.), Ky.	Louisville and Nashville
Louisville and Wadley, Ga	4	15028	Wadley, Louisville	Louisville and Wadley
Ludington and Stetson, Mich.	9	24078	Ludington, Stetson, Mich	Mason and Oceana
Luverne, Minn., and Doon, Iowa.	10	26030	Luverne, Minn., Doon, Iowa.	Chi., St. P., Minn. and Omaha
Lyle, Minn., and Mason City, Iowa.	6	27010 (part)	Albia, Iowa, Lyle, Minn.	Central Iowa

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
16.32	20,367	12	18	July 1, 1889	1,078	Balance of route (51.33 miles) supplied by R. P. O. service. (See Table A[8].) Supplied by Farmington and Lewiston R. P. O. and Bangor and Boston R. P. O.
54.25	33,852	6	6	July 1, 1886	50	Connects at Lehi with Salt Lake and Juab R. P. O.
15.63	9,753	6	20	July 1, 1889	103	Essex Junction and Boston R. P. O. exchanges with Whiting, East Shoreham, North Orwell, Larabee Point, and Ticonderoga. North Orwell with Ticonderoga, Rutland, Bennington, and Troy R. P. O. with East Shoreham and North Orwell.
9.35	11,669	12	12	July 1, 1889	62	
5.97	17,416	18	12	July 1, 1889	217	Supplied by Portland and Island Pond R. P. O's.
[1]4.75	4,446	9	7	July 1, 1885	8,979	[1]Balance of route (24.73 miles) covered by Suspension Bridge and Buffalo, N. Y. R. P. O. (See Table A[8].)
70.30	43,867	6	20	July 1, 1889	482	Route extended from Long Valley October 11, 1888. Connects at Reno with Ogden, Utah, and San Francisco, Cal., R. P. O. Supplied by Reno.
27.15	16,942	6	28	Feb. 21, 1887	168	Connects at Little River, Kans., with Florence and Ellinwood, Kans., R. P. O.; at Geneseo, Kans. with Kansas City, Mo., Salina Kans., Pueblo, Colo., R. P. O., and Fort Scott, and Kanopolis, Kans., R. P. O.; at Lorraine, Kans, with Ellsworth and Wichita, Kans., R. P. O.
17.12	24,995	14	14	July 1, 1889	244	Connects at San Marcos, Tex., with Palestine and Laredo, Tex., R. P. O., and Taylor and San Antonio, Tex., R. P. O.
12.36	30,851	24	[1]48	July 1, 1889	1,074	[1]Including sacks.
11.57	14,439	12	32	July 1, 1839	288	
39.80	24,835	6	24	July 1, 1889	195	Connects at Longview, Tex., with Texarkana, Ark., and El Paso, Tex, R. P. O., and Texarkana, Ark., and Houston, Tex., R. P. O.
16.35	20,405	12	16	July 1, 1888	1,057	[1]Balance of route (144.14 miles) covered by the Cleveland and Bellaire R. P. O. (See Table A[8].)
18.07	11,276	6	6	July 1, 1889	48	Supplied by Los Angeles.
25.21	36,807	14	16	July 1, 1886	158	Connects at Los Angeles with El Paso, Tex., and Los Angeles, Cal., San Francisco and Los Angeles, Cal., Albuquerque, N. Mex., and Los Angeles, Cal., R. P. O's. Supplied by Los Angeles.
18.52	27,029	14	6	July 1, 1886	70	Connects at Los Angeles with El Paso, Tex., and Los Angeles, Cal., San Francisco and Los Angeles and Albuquerque, N. Mex., and Los Angeles R. P. O s. Supplied by Los Angeles.
10.34	12,904	12	4	July 1, 1888	128	Connects Norfolk and Raleigh R. P. O. at Franklinton.
11.03	6,883	6	8	July 1, 1884	41	
10.42	13,004	12	6	July 1, 1885	131	
29.15	16,732	6	10	July 1, 1889	44	Established by order of July 12, 1888; began service July 30, 1888; 287 days for the year ending June 30, 1889. At Ludington connects the Ludington and Toledo R. P. O.
28.31	17,665	6	10	July 1, 1887	114	Supplied by Luverne, Minn., and by Worthington, Minn., and Mitchell, Dak., R. P. O. Connects at Rock Rapids, Iowa, with Ellsworth, Minn., and Sioux Falls, Dak., pouch service, and with Cherokee, Iowa, and Sioux Falls, Dak., R. P. O.
28.50	20,805	7	8	July 1, 1887	1,652	[1]Balance of route covered by Mason City and Albia, Iowa, R. P. O. (See Table A[8].) Connects at Lyle, Minn., with Minneapolis, Hayfield, Minn., and Waterloo, Iowa, R. P. O.; at Manley, Iowa, with Albert Lea, Minn., and Burlington, Iowa, R. P. O., and at Mason City, Iowa, with all lines centering at that point.

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Lynchburgh and Rustburgh, Va	3	11044	Lynchburgh, Rustburgh, Va.	Lynchburgh and Durham
Lyons and Denver, Colo	7	38028	Denver, Lyons, Colo	Denver, Utah and Pacific
McDonough and Griffin, Ga.	4	15051 (part)	Columbus, McDonough, Ga	Georgia Midland
McNeil and Magnolia, Ark	11	29015	McNeil, Magnolia, Ark	St. Louis, Arkansas and Texas.
McNeal and Rockhill Furnace, Pa.	2	8180	Rockhill Furnace, McNeal, Pa.	East Broad Top
Mackey's Ferry and Lee's Mills, N. C.	3	13039	Mackey's Ferry, Lee's Mills, N. C.	Albemarle and Pantego
Mahopac and Golden's Bridge, N. Y.	2	6023	Golden's Bridge, Mahopac, N. Y.	N. Y. C. and H. R. (Harlem Div.).
Malcolm and Antigo, Wis	10	25060	Antigo, Malcolm, Wis	Mil., L. S. and Western
Malvern and Hot Springs, Ark	11	29005	Malvern, Hot Springs, Ark	Hot Springs R. R
Mammoth Cave and Glasgow Junction, Ky.	5	20036	Glasgow Junction, Mammoth Cave, Ky.	Louisville and Nashville
Manahawkin and Beach Haven, N. J.	2	7042	Beach Haven, Manahawkin, N. J.	Penn'a
Manchester and Barnegat, N. J	2	7050	Manchester, Barnegat, N. J.	Central R. R. of N. J
Manchester and Cedar Rapids, Iowa.	6	27101	Cedar Rapids, Manchester, Iowa.	Illinois Central
Manchester and North Weare, N. H.	1	1003	Manchester, North Weare, N. H.	Concord R. R
Manistee and Onekama, Mich	9	24084	Manistee, Onekama, Mich	Manistee and Northeastern.
Manitou Junction (n. o.) and Colorado Springs, Colo.	7	38025	Manitou Junction (n. o.), Colorado Springs, Colo.	Denver, Texas and Gulf
Mankato Junction (n. o.) and Mankato, Minn.	10	28019	Mankato Junction, Mankato, Minn.	Chicago and Northwestern
Manning and Audubon, Iowa	6	27080	Manning, Audubon, Iowa	Chicago and Northwestern
Manor Junction and Eastport Junction, N. Y.	2	6117	Manor Junction, Eastport Junction, N. Y.	Long Island
Manor Station and Claridge, Pa	2	6111	Manor Station, Claridge, Pa	Pennsylvania
Manumuskin and Heislerville, N. J.	2	7057	Manumuskin, Heislerville, N. J.	West Jersey
Marblehead and Lynn, Mass	1	3009	Lynn, Marblehead, Mass	Boston and Maine R. R
Marblehead and Salem, Mass	1	3004	Marblehead, Salem, Mass	Boston and Maine R. R
Margarettaville, N. C., and Emporia, Va.	3	11036	Emporia, Va., Margarettaville, N. C.	Meherrin Valley
Marietta, Ohio, and Parkersburgh, W. Va.	5	21049	Marietta, Ohio, and Parkersburgh, W. Va.	Marietta and Parkersburgh.
Marysville and Clough Junction (n. o.), Mont.	10	36007	Clough Junction, Marysville, Mont.	Northern Pacific
Matawan Station (n. o.) and Freehold, N. J.	2	7043	Matawan Station (n. o.), Freehold, N. J.	Freehold and N. Y
Mauch Chunk and Tamaqua, Pa.	2	8100	Tamaqua, Mauch Chunch, Pa.	Central R. R. of New Jersey

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
11.99	14,964	12	8	July 1,1889	78	Supplied by closed pouches from Lynchburgh, Va.
44.97	28,061	6	14	July 1,1886	85	Makes Denver, Colo., connections and connects at Longmont, Colo., with Greeley and Denver, Colo., R. P. O., and at Erie and Canfield, Colo., with Brighton and Boulder, Colo., pouch service.
18.95	11,824	6	6	July 1,1888	234	80.25 miles reported in Table A[a]., Griffin and Columbus R. P. O.
6.72	9,811	14	6	July 1,1886	130	Connects at McNeil, Ark., with Cairo, Ill., and Texarkana, Ark., R. P. O.
11.08	6,914	6	4	July 1,1889	32	
4.43	2,764	6	2	.....	.....	Connects Norfolk and Edenton R. P. O. by boat at Mackey's Ferry.
7.50	9,360	12	8	July 1,1889	58	
13.37	8,343	6	4	July 1,1887	35	Supplied by Antigo, Wis.; connects at that point with Ashland and Milwaukee, Wis., R. P. O.
25.40	55,626	21	18	July 1,1886	959	Connects at Malvern, Ark., with St. Louis, Mo., and Texarkana, Ark., R. P. O.
8.51	11,523	13	6	July 1,1888	75	
12.03	15,013	12	4	July 1,1889	37	
22.24	55,511	24	30	July 1,1889	176	
42.58	53,140	12	38	July 1,1889	293	Supplied by initial and terminal offices and by Dubuque and Sioux City, Iowa, R. P. O. Connects at Cedar Rapids, Iowa, with all lines centering at that point.
19.95	24,897	12	22	July 1,1889	223	Supplied by initial and terminal offices and St. Albans and Boston R. P. O.
13.76	17,172	12	16	....	.....	Established by order March 15, 1889. Began service April 8, 1889 (72 days). At Manistee connects the Manistee and East Saginaw R. P. O.
9.92	14,483	14	4	July 1,1886	63	Connects at Manitou Junction (n. o.), Colo., with Denver, Colo., and Fort Worth, Tex., and at Colorado Springs, Colo., with Denver and Aspen, Colo., R. P. O., Denver, Colo., and Ogden, Utah, R. P. O., Colorado Springs and Leadville, Colo., R. P. O., St. Joseph, Mo., and Colorado Springs, Colo., R. P., O., and Colorado Springs and Manitou Springs, Colo., pouch service.
4.09	10,209	24	8	July 1,1889	250	Connects Winona and Tracy, Minn., R. P. O. with Mankato, Minn.
17.95	22,402	12	14	July 1,1887	287	Supplied by Carroll, Manning and Audubon, Iowa, and by Cedar Rapids and Council Bluffs, Iowa, R. P. O. Connects at Manning, Iowa, with Marion and Council Bluffs, Iowa, R. P. O. and with Carroll and Kirkman, Iowa, pouch service. Connects at Audubon, Iowa, with Audubon and Atlantic, Iowa, pouch service.
5.50	3,432	6	10	Aug. 25,1889	49	
4.31	5,379	12	26	July 1,1889	94	
9.10	14,196	15	20	July 1,1889	102	
6.38	11,943	18	27	July 1,1889	618	Supplied by initial and terminal offices and by Boston, Mass. Lynn and Clifton exchange, Lynn with Swampscott.
3.09	9,959	24	22	July 1,1889	182	Supplied by initial and terminal offices, and Bangor and Boston R. P. O., and Boston via Salem, and with Lynn via Salem.
18.77	11,712	6	6	July 1,1889	39	Connects Washington and Wilmington R. P. O. at Emporia, Va., and Norfolk and Raleigh R. P. O. at Margarettsville, N. C.
14.06	30,791	21	34	July 1,1888	1,021	
12.97	9,468	7	4	July 1,1889	123	Connects at Clough Junction (n. o.), Mont., with Mandan, Dak., and Spokane Falls, Wash., R. P. O.
12.72	39,686	30	36	July 1,1889	412	
16.32	35,643	21	30	July 1,1889	309	

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Lynchburgh and Rustburgh, Va	3	11044	Lynchburgh, Rustburgh, Va.	Lynchburgh and Durham
Lyons and Denver, Colo	7	38028	Denver, Lyons, Colo	Denver, Utah and Pacific
McDonough and Griffin, Ga.	4	15051 (part)	Columbus, McDonough, Ga	Georgia Midland
McNeil and Magnolia, Ark	11	29015	McNeil, Magnolia, Ark	St. Louis, Arkansas and Texas.
McNeal and Rockhill Furnace, Pa.	2	8180	Rockhill Furnace, McNeal, Pa.	East Broad Top
Mackey's Ferry and Lee's Mills, N. C.	3	13039	Mackey's Ferry, Lee's Mills, N. C.	Albemarle and Pantego
Mahopac and Golden's Bridge, N. Y.	2	6023	Golden's Bridge, Mahopac, N. Y.	N. Y. C. and H. R. (Harlem Div.).
Malcolm and Antigo, Wis	10	25060	Antigo, Malcolm, Wis	Mil., L. S. and Western
Malvern and Hot Springs, Ark	11	29005	Malvern, Hot Springs, Ark	Hot Springs R. R
Mammoth Cave and Glasgow Junction, Ky.	5	20036	Glasgow Junction, Mammoth Cave, Ky.	Louisville and Nashville
Manahawkin and Beach Haven, N. J.	2	7042	Beach Haven, Manahawkin, N. J.	Penn'a
Manchester and Barnegat, N. J	2	7050	Manchester, Barnegat, N. J.	Central R. R. of N. J
Manchester and Cedar Rapids, Iowa.	6	27101	Cedar Rapids, Manchester, Iowa.	Illinois Central
Manchester and North Weare, N. H.	1	1003	Manchester, North Weare, N. H.	Concord R. R
Manistee and Onekama, Mich	9	24084	Manistee, Onekama, Mich	Manistee and Northeastern.
Manitou Junction (n. o.) and Colorado Springs, Colo.	7	38025	Manitou Junction (n. o.), Colorado Springs, Colo.	Denver, Texas and Gulf
Mankato Junction (n. o.) and Mankato, Minn.	10	26019	Mankato Junction, Mankato, Minn.	Chicago and Northwestern
Manning and Audubon, Iowa	6	27080	Manning, Audubon, Iowa	Chicago and Northwestern
Manor Junction and Eastport Junction, N. Y.	2	6117	Manor Junction, Eastport Junction, N. Y.	Long Island
Manor Station and Claridge, Pa	2	8111	Manor Station, Claridge, Pa	Pennsylvania
Manumuskin and Heislerville, N. J.	2	7057	Manumuskin, Heislerville, N. J.	West Jersey
Marblehead and Lynn, Mass	1	3009	Lynn, Marblehead, Mass	Boston and Maine R. R
Marblehead and Salem, Mass	1	3004	Marblehead, Salem, Mass	Boston and Maine R. R
Margarettsville, N. C., and Emporia, Va.	3	11036	Emporia, Va., Margarettsville, N. C.	Meherrin Valley
Marietta, Ohio, and Parkersburgh, W. Va.	5	21049	Marietta, Ohio, and Parkersburgh, W. Va.	Marietta and Parkersburgh.
Marysville and Clough Junction (n. o.), Mont.	10	36007	Clough Junction, Marysville, Mont.	Northern Pacific
Matawan Station (n. o.) and *Freehold*, N. J.	2	7043	Matawan Station (n. o.), Freehold, N. J.	Freehold and N. Y
Mauch Chunk and Tamaqua, *Pa.*	2	8100	Tamaqua, Mauch Chunch, Pa.	Central R. R. of New Jersey

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
23.25	14,508	6	14	July 1,1889	209	
6.80	18,414	26	6	July 1,1887	304	Supplied by Bluffs, Ill., and Hannibal, Mo., and by La Fayette, Ind., and Quincy, Ill., R. P. O's.
8.50	5,304	6	12	July 1,1889	123	Supplied by Lancaster and Boston R. P. O., Meadows with Whitefield.
21.10	39,499	18	14	July 1,1889	833	
8.12	10,134	12	12	July 1,1888	941	
20.16	12,580	6	10	July 1,1886	150	Trains run from Salida, Colo., and there connect Denver and Aspen, Colo., R. P. O. and Denver, Colo., and Ogden, Utah, R. P. O.
8.84	11,032	12	12	July 1,1889	281	
4.88	6,090	[1]12	4	July 1,1889	18	[1] Fifteen times per week between Saratoga Junction and Mechanicsville, six times per week over whole route.
5.31	16,567	30	28	July 1,1889	317	Supplied by initial and terminal offices, and six times outward and eighteen times inward between Boston and Glenwood.
12.23	26,710	21	14	July 1,1889	162	
8.60	5,306	6	6	July 5,1888	2,374	Connects at Melrose with Spokane Falls, Wash., and Portland, Oregon, R. P. O. Balance of route covered by that line. (See Table A[8].)
13.15	16,411	12	22	July 1,1889	163	Springfield and Hartford R. P. O. and Boston and Hopewell Junction R. P. O's., exchange with Ellington and Rockville, Hartford with Vernon Centre and Rockville.
22.96	31,042	13	18	July 1,1887	141	Supplied by Menominee, Mich., and by Iron Mountain, Mich., and Milwaukee, Wis., R. P. O. Connects at Menominee, Mich., with Ishpeming, Mich., and Fort Howard, Wis., R. P. O.
16.35	10,921	6	12	July 1,1887	303	Supplied by Menomonee, Wis., and by Eau Claire, Wis., and Wabasha, Minn., R. P. O. Connects at Menomonee, Wis., with St. Paul, Minn., and Elroy, Wis., R. P. O.
32.06	40,011	12	14	May 1,1884	85	At Clare, Mich., connects Ludington and Toledo, and Manistee and East Saginaw, and Cadillac and Toledo R. P. O's.
386	4,827	12	4	Mar. 11,1884	48	
22.09	20,592	12	53	July 1,1889	145	Supplied by initial and terminal offices. Connects at Middleborough with Boston and Wellfleet R. P. O's, and at Atteborough, with Boston, Providence and New York R. P. O.
38.16	47,623	12	49	July 1,1889	3,310	Balance of route (23.09 miles) covered by R. P. O. service. (See Table A[8].) Connects at Middleborough with Boston and Wellfleet R. P. O., Newport with Boston, Providence and New York R. P. O., and Boston, Springfield and New York R. P. O. Fall River and Newport exchange; Taunton with Myrick's and Tiverton.
10.99	27,431	24	35	July 1,1885	246	Supplied by Boston, Springfield and New York R. P. O., and Boston and New York R. P. O., short run., also by Boston and Hartford.
18.42	11,594	6	8	July 1,1888	93	
33.12	31,000	9	12	July 1,1888	93	Supplied by initial and terminal offices. Connects at Milaca, Minn., with Hinckley and St. Cloud, Minn., pouch service; and Elk River, Minn., with St. Paul, Minn., and Mandan, Dak., R. P. O.
11.85	17,789	12	24	July 1,1889	114	Supplied by initial and terminal offices. At Ashland connects with Boston, Springfield and New York R. P. O., Hayden Row with Ashland.
4.93	6,142	12	14	July 1,1889	112	At Franklin with Boston and Hopewell Junction R. P. O's.
4.46	5,565	12	8	July 1,1889	76	Millbury with Boston and Albany R. P. O.; Boston with Millbury.
7.00	8,736	12	4	July 1,1889	73	Supplied by St. Louis, Mo., and Cairo, Ill., R. P. O.
12.94	16,149	12	16	July 1,1889	146	

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Milton Junction and Janesville, Wis.	10	[1]25004 (part)	Milton Junction, Shullsburgh, Wis.	Chi., Mil. and St. Paul.....
Milwaukee and Rugby Junction, Wis.	10	[1]25017 (part)	Milwaukee, Ashland, Wis ..	Wisconsin Central.....
Milwaukee Junction (n.o.) and West Detroit, Mich.	9	24062	Milwaukee Junction (n. o.), Detroit Junction, Mich.	Grand Trunk.....
Mineola and Hempstead, N. Y.	2	6111	Mineola, Hempstead, N. Y ..	Long Island .....
Mineola and Troup, Tex.....	11	31032	Mineola, Troup, Tex	International and Great Northern.
Mineral Point and Potosi, Mo.	7	28049	Mineral Point, Potosi, Mo...	St. Louis, Iron Mountain and Southern.
Minneapolis and Mendota, Minn.	10	26044	Mendota, Minneapolis, Minn.	Chi., Mil. and St. Paul.....
Minocqua and Merrill, Wis [1] ..	10	[2]25031 (part)	Tomah, Minocqua, Wis	Chi., Mil. and St. Paul.....
Minot, Dak., and Great Falls, Mont.	10	[1]35026 (part)	Devil's Lake, Dak., Great Falls, Mont.	St. P., Minn. and Manitoba .
Miraflores Station (n. o.) and Santa Ana, Cal.	8	46017 (part)	Miraflores Station (n. o.), Santa Ana, Cal.	Southern Pacific R. R.....
Missaukee Junction (n. o.) and Jennings, Mich.	9	24050	Missauka Junction, Jennings, Mich.	Grand Rapids and Indiana..
Moffatt (n.o.) and Troy, Tenn [1].	5	19028	Moffatt (n. o.), Troy, Tenn..	Troy and Tiptonville .....
Moira and Brandon, N. Y.....	2	6052	Moira, St. Regis Falls, N. Y .	Northern Adirondack.....
Monmouth Junction and Rocky Hill, N. J.	2	7011	Rocky Hill, Monmouth Junction, N. J.	Penn'a.....
Monroe, N. C., and Chester, S. C.	4	13038	Monroe, N. C., Chester, S. C.	Georgia, Carolina and Northern R. R.
Moncure and Pittsborough....	3	13029	Moncure, Pittsborough, N. C.	Pittsboro .....
Monico and Rhinelander, Wis.	10	25045	Monico, Rhinelander, Wis..	Mil., L. S. and Western.....
Monson and Monson Junction (n. o.), Me.	1	23	Monson Junction (n. o.), Monson, Me.	Monson R. R.....

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
7.91	9,872	12	16	July 1, 1887	981	[1] Balance of route covered by Gratiot and Shullsburgh, Wis., pouch service and by Rockford, Ill. and Mineral Point, Wis., R. P. O. (See Table A[8].) Connects Janesville, Wis., and Rockford, Ill., and Mineral Point, Wis., R. P. O. with Chicago, Ill., and North McGregor, Iowa, R. P. O.
27.30	56,784	20	16	July 1, 1887	1,669	[1] Balance of route covered by Chicago, Ill., Abbotsford, Wis., and Minneapolis, Minn., and Ashland and Abbotsford, Wis., R. P. O.'s. (See Table A[8].) Connects at Milwaukee, Wis., with all lines centering at that city, and at Rugby Junction, Wis., with Chicago, Ill., Abbotsford, Wis., and Minneapolis, Minn., R. P. O.
4.64	2,877	6	12	July 1, 1884	58	At Milwaukee Junction (n. o.), Mich., connects the Detroit and Grand Haven and Fort Gratiot and Detroit R. P. O.'s; at West Detroit, Mich., connects Bay City, Wayne, and Detroit, Big Rapids, and Detroit, Detroit and Chicago, Detroit, Three Rivers and Chicago, Detroit and Grand Rapids, Detroit and Toledo, Howard City and Detroit, and Mackinaw City and Detroit R. P. O.'s.
2.80	1,747	6	2	Aug. 25, 1889	188	
44.54	32,514	7	56	.....	.....	Connects at Mineola, Tex., with Texarkana, Ark., and El Paso, Tex., R. P. O.; at Tyler, Tex., with Texarkana, Ark., and Gatesville, Tex., R. P. O., and at Troup, Tex., with Texarkana, Ark., and Houston, Tex., R. P. O. Established March 8, 1889.
4.43	11,057	24	8	July 1, 1887	116	Connects at Mineral Point, Mo., with St. Louis, Mo., and Columbus, Ky., R. P. O., and St. Louis, Mo., and Texarkana, Ark., R. P. O.
10.17	7,424	7	6	July 1, 1887	501	Supplied by Minneapolis and St. Paul, Minn. Connects at Mendota, Minn., with St. Paul, Minn., and McGregor, Iowa, R. P. O., and at Minneapolis, Minn., with all lines centering there.
53.89	39,340	7	14	Aug. 3, 1888	702	[1] Reported last year as Tomahawk and Merrill Wis., pouch service. Service extended to Minocqua, Wis., November 19, 1888, increasing distance 30.90 miles. [2] Balance of route covered by Merrill and Tomah, Wis., R. P. O. (See Table A[8].) Supplied by initial and terminal offices, and by Merrill and Tomah, Wis., R. P. O.
550.14	401,602	7	92	July 1, 1887	1,267	[1] Balance of route covered by Barnesville, Minn., and Minot, Dak., R. P. O. (See Table A[8].) Supplied by initial and terminal offices, and by Barnesville, Minn., and Minot, Dak., and by Great Falls and Helena, Mont., R. P. O.'s. Connects at Great Falls, Mont., with Great Falls and Sandcoulee, Mont., pouch service.
7.05	5,147	7	4	July 1, 1886	598	Balance of route (27.30 miles) covered by Los Angeles and Tustin City R. P. O. (See Table A[8].)
8.04	5,023	6	4	July 1, 1888	27	At Missaukee Junction connects the Cadillac and Fort Wayne and Mackinaw City and Grand Rapids R. P. O.'s.
4.70	7,558	18	10	July 1, 1889	132	[1] Service established August 22, 1888.
34.81	43,443	12	18	Mar. 15, 1889	115	
6.72	8,387	12	12	July 1, 1889	115	
45.66	28,491	6	12	.....	.....	
12.31	15,368	12	8	July 1, 1888	102	Connects Raleigh and Gibson's Station R. P. O. at Moncure.
14.64	18,271	12	6	July 1, 1887	101	Connects Ashland and Milwaukee, Wis., R. P. O. with Rhinelander, Wis. Connects at Rhinelander, Wis., with Rhinelander, Wis., and Minneapolis, Minn., R. P. O., and Gladstone, Mich., and Rhinelander, Wis., pouch service.
6.16	7,687	12	4	July 1, 1889	72	Monson exchanges with Greenville and Bangor R. P. O.

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Mont Clair and Newark, N. J..	2	7027	Newark, Mont Clair, N. J...	Delaware, Lack. and Western
Monticello and Port Jervis, N. Y.	2	6078	Port Jervis, Monticello, N. Y.	Port Jervis, Monticello and N. Y.
Montour Junction and Imperial, Pa.	2	8127	Montour Junction, Imperial, Pa.	Montour.....
Montpelier Junction (n. o.) and Barre, Vt.	1	2017	Montpelier Junction (n. o.), Barre, Vt.	Central Vermont R. R.....
Monticello and Drifton, Fla...	4	16002 (part)	Lake City, River Junction, Fla.	Fla. Cent. and Pen. R. R....
Montrose and Ouray, Colo.....	7	38037	Montrose, Ouray, Colo.....	Denver and Rio Grande.....
Moocrs and West Chazy, N. Y.	2	6026 (part)	Albany, Moocrs, N. Y.....	Delaware and Hudson Canal Co.
Morganfield and Uniontown, Ky.	5	20035	Morganfield, Uniontown, Ky.	Ohio Valley.....
Morgan Junction and Cumberland, Ohio.	5	21048	Morgan Junction, Cumberland, Ohio.	Cincinnati, Wheeling and New York.
Morris and Brown's Valley, Minn.	10	26034	Morris, Brown's Valley, Minn.	St. P., Minn. and Manitoba...
Morris Run and Blossburgh, Pa.	2	8136	Blossburgh, Morris Run, Pa.	Fall Brook Coal Co.....
Moscow, Idaho, and Colfax, Wash.	8	43006 (part)	Colfax, Wash., Moscow, Idaho.	Columbia and Palouse.....
Mount Carmel and Alaska, Pa.	2	8088	Alaska, Mount Carmel, Pa..	Philadelphia and Reading ..
Mount Gilead and Edison, Ohio.	5	21072	Edison, Mount Gilead, Ohio.	Cleveland, Columbus, Cincinnati and Ind'pls.
Mount Healthy and Cincinnati, Hamilton and Dayton R. R. Junction (n. o.), Ohio.	5	21059	Junction with Cincinnati, Hamilton and Dayton R. R. to Mount Healthy, Ohio.	Cincinnati and Northwestern.
Mount Jewett and Kane, Pa...	2	8086 (part)	Mount Jewett, Callery, Pa..	Pittsburgh and Western ...
Mount Pleasant and Broad Ford, Pa.	2	8141	Broad Ford, Mount Pleasant, Pa.	Baltimore and Ohio.....
Mount Union and Robertsdale, Pa.	2	8085	Mount Union, Robertsdale, Pa.	East Broad Top.....
Mount Zion and Keosauqua, Iowa.	6	27062	Mount Zion, Keosauqua, Iowa.	Chicago, Rock Island and Pacific
Nantucket and Siasconset, Mass	1	3042	Nantucket, Siasconset, Mass.	Nantucket R. R.....
Narenta (n. o.) and Metropolitan, Mich.	10	24058	Narenta, Metropolitan, Mich.	Chicago and Northwestern .
Natchitoches and Cypress, La	11	30017	Cypress, Natchitoches, La...	Natchitoches R. R .....
National City and Tia Juana, Cal.	8	46061	National City, Tia Juana, Cal.	National City and Otey R. R.
Necedah and Necedah Junction (n. o.), Wis.	10	25062	Necedah Junction (n. o.), Necedah, Wis.	Chicago and Northwestern..
Necedah and New Lisbon, Wis.	10	25022	New Lisbon, Necedah, Wis..	Chi., Mil. and St. Paul.....
Neelysville and Doniphan, Mo.	7	28035	Neelysville, Doniphan, Mo..	St. Louis, Iron Mountain and Southern.
Nephi and Moroni, Utah	8	41010	Nephi, Moroni, Utah.....	San Pete Valley R. R.....

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
6.60	16,473	24	34	July 1, 1889	515	
24.70	30,826	12	20	July 1, 1889	227	
11.00	13,728	12	12	July 1, 1889	154	
15.08	22,195	18	12	July 1, 1889	434	(Route extended December 5, 1888, from Barre, by South Barre, to Williamstown, Vt., increasing distance 7.45 miles) one hundred and thirty-five days, 7.63 miles; one hundred and seventy-seven days, 15.08 miles. Barre exchanges with St. Albans and Boston R. P. O. and Montpelier, Vt.
4.00	4,992	12	4	July 1, 1884	1,070	Remainder of route in Table A[a], Jacksonville and Pensacola R. P. O.
36.36	22,689	6	20	July 1, 1889	541	Connects at Montrose, Colo., with Denver, Colo., and Ogden, Utah., R. P. O. Also supplied by Denver and Aspen, Colo., R. P. O. from Salida, Colo.
[1]41.75	14,664	12	12	July 1, 1889	6,907	[1] Balance of route (177 miles) covered by Rouse's Point and Albany R. P. O. (See Table A[a].)
13.31	16,611	12	6	July 1, 1888	83	
17.70	11,045	6	18	July 1, 1888	90	
47.23	29,472	6	26	July 1, 1887	227	Supplied by initial and terminal offices, and by Fargo, Dak., Willmar and St. Paul, Minn., R. P. O. Connects at Morris, Minn., with Little Falls and Morris, Minn., R. P. O., and at Graceville, Minn., with St. Paul, Ortonville, Minn., and Fargo, Dak., R. P. O.
3.76	4,692	12	4	July 1, 1889	59	
27.80	20,294	7	12	.....	.....	Connects at Colfax with Farmington, Wash., and Pendleton, Oregon, R. P. O. (See Moscow and Colfax, and La Cross Junction and Connell, Table B[b] and Table A[a], Farmington and Pendleton, for balance of route.)
1.95	4,867	24	8	July 1, 1889	109	
2.38	4,455	18	10	July 1, 1888	248	
7.07	8,823	12	8	July 1, 1888	100	
[1]12.24	15,276	12	12	July 1, 1885	341	[1] Balance of route (126.87 miles) covered by Kane and Callery R. P. O. (See Table A[a].)
10.38	6,477	6	20	July 1, 1889	133	
30.06	46,894	15	28	July 1, 1889	234	
4.97	6,202	12	8	July 1, 1887	114	Supplied by Mount Zion, Iowa, and by Des Moines and Keokuk, Iowa, R. P. O.
11.52	7,188	6	4	July 1, 1889	190	Supplied by initial and terminal offices, and Boston and Wellfleet R. P. O's.
34.90	21,778	6	16	July 1, 1884	41	Supplied by Escanaba, Mich., and by Ishpeming, Mich., and Fort Howard, Wis., R. P. O.
11.62	16,965	14	8	Feb. 20, 1888	243	Connects at Cypress, La., with New Orleans, La., and Marshall, Tex., R. P. O.
13.78	10,059	7	8	July 1, 1889	48	New service; established August 24, 1884. Supplied by National City.
16.48	22,281	13	6	July 1, 1887	25	Supplied by Necedah, Wis., and by St. Paul, Minn., and Elroy, Wis., R. P. O. Connects at Necedah, Wis., with Necedah and New Lisbon, Wis., pouch service.
13.09	25,866	19	10	July 1, 1887	200	Supplied by New Lisbon, Wis., and Chicago, Ill., and Minneapolis, Minn., R. P. O. Connects at Necedah, Wis., with Necedah and Necedah Junction (n. o.), Wis., pouch service.
20.04	12,505	6	22	July 1, 1887	207	Connects at Neelysville, Mo., with St. Louis, Mo., and Texarkana, Ark., R. P. O.
27.16	16,948	6	10	July 1, 1886	427	Connects at Nephi with Salt Lake and Juab R. P. O. Supplied by same line.

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Nevada City and Colfax, Cal..	8	46019	Nevada City, Colfax, Cal...	Nevada Co. Narrow Gauge R. R.
Nestoria, Mich., and Iron River, Wis.	10	24081	Nestoria, Mich., Iron River, Wis.	Dul., So. Shore and Atlantic.
Newark and Columbus, Ohio..	5	[1] 21001 (part)	Bellaire, Columbus, Ohio....	Central Ohio.....
Newark and Delaware City, Del.	2	9507	Newark, Delaware City, Del.	Philadelphia, Wilmington and Baltimore.
New Bedford and Fall River, Mass.	1	3054	New Bedford, Fall River, Mass.	Old Colony R. R .....
New Britain and Berlin Junction (n. o.), Conn.	1	5002	New Britain, Berlin Junction (n. o.), Conn.	New York, New Haven and Hartford R. R.
New Brunswick and East Millstone, N. J.	2	7010	East Millstone, New Brunswick, N. J.	Pennsylvania.....
Newburgh and Greycourt, N. Y.	2	6004	Newburgh, Greycourt, N.Y.	N. Y., Lake Erie and W ....
Newburgh and State Centre, Iowa.	6	27068	Newburgh, State Centre, Iowa.	Central Iowa .....
Newburgh Junction and Vail's Gate Junction, N. Y.	2	6074	Vail's Gate Junction, Newburgh Junction, N. Y.	N. Y., L. E., and Western...
New Canaan and Stamford, Conn.	1	5009	New Canaan, Stamford, Conn.	New York, New Haven, and Hartford R. R.
New Castle and New Castle Junction (n. o.), Pa.	5	[1] 8125 (part)	Allegheny, New Castle, Pa.	Pittsburgh and Western....
New Castle, and New Castle Junction (n o.), Pa.	2	8156	New Castle Junction, New Castle, Pa.	Pittsburgh and Lake Erie ..
New City and Nanuet Junction, N. Y.	2	6104	New City, Nanuet Junction, N. Y.	New Jersey and New York.
Newfield and Atlantic City, N. J.	2	7019	Newfield, Atlantic City, N. J.	West Jersey.....
New Germantown and White House Station, N. J.	2	7067	New Germantown, White House Station, N. J.	Rockaway Valley.....
New Glarus, and Brodhead, Wis.	10	25044	Brodhead, New Glarus, Wis.	Chi., Mil. and St. Paul .....
New Iberia and Avery, La....	11	30022	New Iberia, Avery, La.....	Morgan's Louisiana and Texas (So. Pac.).
New Madrid and Paw Paw (n. o.), Mo.	7	28052	Paw Paw (n. o.), New Madrid, Mo.	St. Louis, Arkansas and Texas in Arkansas and Missouri.
New Orleans and Covington, La	11	30014	New Orleans, Covington, La.	East Louisiana R. R.....
Newport News and Fortress Monroe, Va.	3	11031	Newport News, Fortress Monroe, Va.	Chesapeake and Ohio.....
New Rochelle and Harlem River, N. Y.	2	6109	New Rochelle, Harlem River, N. Y.	N. Y., New Haven and Hartford.
New Salisbury and Corydon, Ind.	5	22035	New Salisbury, Corydon, Ind.	Louisville, New Albany and Chicago.
New Sharon and Newton, Iowa.	6	27091	New Sharon, Newton, Iowa	Central Iowa .....
Newton and Monroe, Iowa....	6	27036	Newton, Monroe, Iowa.....	Chicago, Rock Island and Pacific.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
22.77	33,244	14	28	July 1,1886	601	Connects at Colfax with Ogden, Utah, and San Francisco, Cal., R. P. O.; also supplied by Sacramento.
167.34	104,420	6	46	July 1,1889	149	New service; established February 18, 1889. Supplied by initial and terminal officers, Duluth, Minn., and Mackinaw City and Houghton, Mich., R. P. O. Connects at Iron River, Wis., with Ashland, Wis., and Duluth, Minn., pouch service, and at Saxon, Wis., with Ashland and Milwaukee, Wis., R. P. O.
33.85	49,421	14	24	July 1,1888	9,264	[1] Balance of route covered by Grafton and Chicago R. P. O. (103.82 miles). (See Table A[a].)
12.68	27,693	21	12	July 1,1889	122	
14.85	27,799	18	7	July 1,1889	65	New Bedford exchanges with Fall River.
3.00	8,424	27	10	July 1,1885	75	New Britain exchanges with Boston, Springfield, and New York R. P. O. day run, and New York and Boston R. P. O. short run.
8.56	10,683	12	8	July 1,1889	120	
19.09	47,649	24	40	July 1,1889	1,171	
27.00	16,848	6	18	July 1,1887	73	Supplied by Grinnell and State Centre, Iowa. Connects at Newburgh, Iowa, with Mason City and Albia, Iowa, R. P. O.; at Capron, Iowa, with Marion and Council Bluffs, Iowa, R. P. O. and at State Centre, Iowa, with Cedar Rapids and Council Bluffs, Iowa, R. P. O.
12.60	31,450	24	40	July 1,1889	3,256	
8.25	15,344	24	22	July 1,1888	235	Supplied by Boston, Springfield, and New York R. P. O., and New Haven and New York R. P. O.
3.03	3,781	12	6	July 1,1889	1,222	[1] Balance of route (58 miles) covered by the Pittsburgh and Akron R. P. O. (See Table A[a].)
3.05	7,613	24	8	July 1,1889	525	
4.59	5,728	12	12	July 1,1889	58	
34.71	64,977	18	38	July 1,1889	156	
4.72	5,891	12	4	July 1,1889	52	
22.90	28,579	12	22	July 1,1888	169	Supplied by Brodhead, Wis., and by Rockford, Ill., and Mineral Point, Wis., R. P. O. Connects at Monticello, Wis., with Madison, Wis., and Freeport, Ill., R. P. O.
10.05	5,683	7	4	July 1,1889	25	Connects at New Iberia, La., with New Orleans, La., and Houston, Tex., R. P. O.
6.96	5,081	7	4	July 1,1887	283	Connects at Paw Paw (n. o.), Mo., with Cairo, Ill., and Texarkana, Ark., R. P. O., and at New Madrid, Mo., with Cairo, Ill., and Elmot, Ark., R. P. O., river line.
59.50	43,435	7	10	July 1,1889	205	Makes New Orleans, La., connections.
10.75	20,124	18	16	July 1,1889	577	Connects Norfolk, Newport News, and Richmond R. P. O. at Newport News, and Cape Charles and Norfolk R. P. O. at Fortress Monroe.
12.13	26,492	21	31	July 1,1889	274	
8.57	10,695	12	8	July 1,1888	215	
33.60	20,966	6	28	July 1,1887	154	Supplied by initial and terminal offices and by Mason City and Albia, Iowa, R. P. O. Connects at Newton, Iowa, with West Liberty and Council Bluffs, Iowa, R. P. O., and with Newton and Monroe, Iowa, pouch service.
18.13	22,626	12	14	July 1,1887	119	Supplied by initial and terminal offices. Connects at Newton, Iowa, with West Liberty and Council Bluffs, Iowa, R. P. O., and with New Sharon and Newton, Iowa, pouch service. Connects at Monroe, Iowa, with Des Moines and Keokuk, Iowa, R. P. O.

TABLE C.—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Newtown and Philadelphia, Pa.	2	8117	Philadelphia, Newtown, Pa.	Philadelphia, Newtown and N. Y.
Newton Junction, N. H., and Merrimac, Mass.	1	3015	Newton Junction, N. H., Merrimac, Mass.	Boston and Maine R. R.
Niles and Alliance, Ohio	5	21086	Alliance, Niles, Ohio	Pennsylvania
Neillsville and Merrillon, Wis.	10	25037	Merrillon, Neillsville, Wis.	Chi., St. P., Minn. and Omaha.
Niles and San José, Cal.	8	46029	Niles, San José, Cal.	Southern Pacific Co.
Niles, Mich., and South Bend, Ind.	9	24012	Niles, Mich., South Bend, Ind.	Michigan Central
Norfolk and Virginia Beach.	8	11035	Norfolk, Virginia Beach, Va.	Norfolk and Virginia Beach.
Norristown and Philadelphia, Pa.	2	8005	Philadelphia, Norristown, Pa	Philadelphia and Reading.
North Abington and Hanover, Mass.	1	3076	North Abington, Hanover, Mass.	Old Colony R. R
North Anson and Embden, Me.	1	18	Oakland, North Anson, Me.	Somerset Rwy.
North Attleborough and Attleborough, Mass.	1	3061	Attleborough, North Attleborough, Mass.	Old Colony R. R. (Prov. Div.)
North Bennington and Bennington, Vt.	1	2015 (part)	Rutland, Bennington, Vt.	Bennington and Rutland R. R.
North Billerica and Somerville Station (n. o.), Mass.	1	3019	Somerville Station (n. o.), North Billerica, Mass.	Boston and Maine R. R. (Lowell System).
North Brookfield and East Brookfield, Mass.	1	3031	North Brookfield, East Brookfield, Mass.	Boston and Albany R. R.
North Clarendon and Cherry Grove, Pa.	2	8148	North Clarendon, Cherry Grove, Pa.	Warren and Farnsworth Valley.
North Grafton Station (n.o.) and Grafton, Mass.	1	3034	North Grafton Station (n. o.), Grafton, Mass.	Grafton and Upton R. R.
North Woodstock and Plymouth, N. H.	1	1022	Plymouth, North Woodstock, N. H.	Boston and Maine R. R. (Lowell System).
Norton's Mills and Island Pond, Vt.	1	7 (part)	Portland, Me., Norton's Mills, Vt.	Grand Trunk R. R.
Nutt (n. o.) and Lake Valley, N. Mex.	7	39008	Nutt Station (n. o.), Lake Valley, N. Mex.	Atchison, Topeka and Santa Fé.
Ocean City and Berlin, Md.	2	10009 (part)	Salisbury, Ocean City, Md.	Wicomico and Pocomoke
O'Fallen and Belleville, Ill.	6	29031	Belleville, O'Fallen, Ill.	Louisville and Nashville.
Ogdensburgh and De Kalb Junction, N. Y.	2	6036 (part)	Rome, Ogdensburgh, N. Y.	Rome, Watertown and Ogdensburgh.
Olcott and Iuka, Kans.	7	33081	Olcott, Iuka, Kans	Kansas Southwestern.
Olean, N. Y., and Bradford, Pa.	2	8121	Bradford, Pa., Olean, N. Y.	West. New York and Penn

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail, whole distance daily.	Remarks.
					Pounds.	
23.28	43,580	18	[1]32	July 1, 1889	382	[1]Including sacks.
4.85	10,155	21	12	July 1, 1889	204	Portland and Boston R. P. O. exchanges with Newton and Merrimac; Boston with Merrimac.
27.93	34,857	12	26	July 1, 1888	191	
15.43	19,257	12	8	July 1, 1887	215	Supplied by Merrillon, Wis., and by St. Paul, Minn., and Elroy, Wis., R. P. O. Connects at Merrillon, Wis., with Fort Howard, Wis., and Winona, Minn., R. P. O.
18.61	52,369	27	31	July 1, 1886	312	Connects at Niles with Sacramento and San Francisco R. P. O. Supplied also by closed pouches from Oakland and San Francisco.
12.12	15,126	12	14	July 1, 1884	93	At Niles, Mich., connects Benton Harbor and Anderson, Detroit and Chicago, and Detroit, Three Rivers, and Chicago R. P. O's; at South Bend, Ind., connects Fort Gratiot and Chicago, New York and Chicago, Toledo and Chicago, and South Bend and Terre Haute R. P. O's.
18.80	17,597	9	10	July 1, 1889	112	Supplied by closed pouches from Norfolk, Va.
16.21	35,403	21	[1]24	July 1, 1889	1,485	[1]Including sacks.
8.28	10,333	12	28	July 1, 1889	201	Supplied by Boston, Mass., and twelve times outward and inward between North Abington and Rockland.
5.93	1,838	6	8	July 1, 1889	528	Balance of route (25.77 miles) covered by North Anson and Portland R. P. O. Extend service from North Anson to Embden, Me. (5.93 miles), from January 1, 1889, 155 days.
4.08	11,446	36	42	July 1, 1889	500	Supplied by initial and terminal offices and Boston, Providence, Attleborough Falls, and Plainville.
5.07	14,236	36	30	July 1, 1889	3,800	Balance of route (52.75 miles) covered by R. P. O. service. (See Table A[8].) Supplied by initial and terminal offices, St. Albans and Troy, Rutland, Bennington, and Troy, Essex Junction and Boston R. P. O's.
19.70	24,585	12	47	July 1, 1889	308	Supplied by Boston, Mass., six times per week outward and twelve times inward between Somerville Station (n. o.) and Bedford, Lexington, East Lexington, and Arlington; Billerica with North Billerica.
4.52	11,282	24	10	July 1, 1889	248	Supplied by initial and terminal offices and Boston and Albany R. P. O.
10.47	13,067	12	4	July 1, 1889	68	
8	11,232	36	24	July 1, 1889	195	Supplied by initial and terminal offices and Boston, Springfield, and New York R. P. O., and Boston and Albany R. P. O.
21.06	13,141	6	28	July 1, 1889	155	Supplied by initial and terminal offices and Lancaster and Boston R. P. O.; Plymouth with Campton Village and West Campton.
16.02	19,993	12	16	July 1, 1889	2,463	Balance of route (149.71 miles) covered by Portland and Island Pond R. P. O. (See Table A[8].) Island Pond exchanges with Norton's Mills, Newport, Newport and Springfield R. P. O. [Montreal and Canadian P. O's.
13.25	19,345	14	6	July 1, 1886	153	Connects at Nutt Station (n. o.), N. Mex., with Rincon and Silver City, N. Mex., R. P. O.
[1]7.19	4,487	6	2	July 1, 1889	135	[1]Balance of route (23.86 miles) covered by Berlin and Salisbury R. P. O. (See Table A[8].)
6.80	4,243	6	4	July 1, 1887	58	Supplied by Belleville, Ill., and by Cincinnati, Ohio, and St. Louis, Mo., R. P. O. Connects at Belleville, Ill., with all lines centering at that point.
[1]19.55	36,598	18	14	July 1, 1889	3,507	[1]Balance of route (122.72 miles) covered by Norwood and Rome R. P. O. (See Table A[8].)
20.29	14,812	7	14	July 1, 1888	135	Connects at Olcott, Kans., with Winfield and Larned, Kans., R. P. O., and at Preston, Kans., with Herington and Pratt, Kans., R. P. O.
23.68	44,320	18	24	July 1, 1889	132	

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Olney and Seattle, Wash	8	43018	Seattle, Olney, Wash	Seattle, Lake Shore and Eastern Rwy.
Olympia and Tenino, Wash....	8	43003	Olympia, Tenino, Wash.....	Olympia and Chehalis Valley R. R.
Orange C. H. and Gordonsville, Va.	3	11025	Orange C. H., Gordonsville, Va.	Richmond and Danville.....
Orleans and French Lick, Ind.	5	22051	Orleans, French Lick, Ind ..	Orleans, West Baden and French Lick Springs.
Oronogo and Joplin, Mo	7	[1]28054 (part)	Oronogo, Mo., Galena, Kans .	St. Louis and San Francisco.
Oroville and Marysville, Cal...	8	46009	Marysville, Oroville, Cal	California Northern R. R ...
Osceola Mills and Belsena Mills, Pa.	2	8099	Osceola Mills, Ramey, Pa ...	Pennsylvania .....
Oxford and Peters Creek, Pa ..	2	8094	Oxford, Peters Creek, Pa ...	Peach Bottom .....
Palatka and Daytona, Fla.....	4	16031	Palatka, Daytona, Fla	St. John's and Halifax River R. R.
Palisades and Eureka, Nev....	8	45002	Palisades, Eureka, Nev	Eureka and Palisades R. R .
Palmer and Winchendon, Mass	1	3030	Palmer, Winchendon, Mass .	Boston and Albany R. R. ...
Palmyra Junction (n. o.) and Hannibal, Mo.	7	28050	Palmyra, Hannibal, Mo	Hannibal and St. Joseph....
Panhandle and Washburn, Tex.	11	31066	Panhandle, Washburn, Tex .	Ft. Worth and Denver City (D. T. and Ft. W.).
Paris and Lexington, Ky.....	5	[1]20002	Cincinnati, Ohio, Lexington, Ky.	Kentucky Central .....
Pasco and Wallula, Wash.....	8	43009 (part)	Pasco, Wallula, Wash	Northern Pacific R. R .....
Paterson and Newark, N. J...	2	7030	Newark, Paterson, N. J	N. Y., Lake Erie and Western.
Peete and Greenwood, Miss...	4	18012	Greenwood, Peete, Miss	Illinois Central .....
Pelican Rapids and Fergus Falls, Minn.	10	26043	Fergus Falls, Pelican Rapids, Minn.	St. P., Minn. and Manitoba..
Pemberton and Brooksville, Fla	4	16023 (part)	Leesburgh, Brooksville, Fla.	Fla. South. Rwy.....
Pennsborough and Ritchie C. H., W. Va.	3	12004	Pennsborough, Ritchie C.H., W. Va.	Pennsborough, Harrisville, and Ritchie County.
Pensacola and Millview, Fla ..	4	16005	Pensacola, Millview, Fla	Pensacola and Perdido R. R.
Perry and Silver Springs, N. Y.	2	6070	Silver Springs, Perry, N. Y .	Silver Lake .....

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
43.25	26,988	6	34	July 1, 1889	218	New service, established August 7, 1888. Connects with Seattle and Tacoma R. P. O. Supplied by initial and terminal offices.
15.84	9,884	6	11	July 1, 1886	357	Connects with Spokane Falls, Wash., and Portland, Oregon, R. P. O. Olympia and Portland exchange by express pouches.
9.42	15,674	16	23	July 1, 1889	310	Connects Fredericksburgh and Orange C. H. and Washington and Charlotte R. P. O's at Orange C. H., and Richmond and Huntington R. P. O. at Gordonsville.
18.76	15,758	6	24	July 1, 1888	146	[1]During summer months from June 10 to October 15, six additional round trips per week over entire route.
10.16	14,834	14	6	July 1, 1887	681	[1]9.28 miles of route 28054, between Joplin, Mo., and Galena, Kans., covered by Girard and Galena, Kans., R. P. O. (See Table A[a]). Connects at Oronogo, Mo., with St. Louis, Mo., and Halstead, Kans., R. P. O.; at Webb City, Mo., with Fort Scott, Kans., and Webb City, Mo., R. P. O., and at Joplin, Mo., with Fort Scott, Kans., and Webb City, Mo., R. P. O., Kansas City and Joplin, Mo., R. P. O., Girard and Galena, Kans., R. P. O., and Joplin and Neosho, Mo., pouch service.
27.50	40,150	14	12	July 1, 1886	272	Connects at Marysville with Portland, Oregon, and San Francisco, Cal., R. P. O.
17	26,520	15	24	July 1, 1889	205	
19.12	11,931	6	20	July 1, 1885	93	
54.24	33,945	6	10	Mar. 17, 1887	170	
90.88	28,355	3	14	July 1, 1886	208	Including sacks. Connects at Palisades with Ogden, Utah, and San Francisco, Cal., R. P. O. Mail carried by stage alternate days.
50.18	62,624	12	40	July 1, 1889	187	Supplied by initial and terminal offices. Palmer with Waterville, Palmer with Barrie Plains, Palmer with Gilbertville. Connects at Palmer with Boston and Albany R. P. O., and Boston, Springfield and New York R. P. O's.
15.58	32,469	20	33	July 1, 1887	619	Makes Hannibal, Mo., connections and connects at Palmyra, Mo., with Quincy, Ill., and Kansas City, Mo., R. P. O.
16.18	11,811	7	12	.....	.....	Connects at Panhandle, Tex., with Kiowa, Kans., and Panhandle, Tex., R. P. O., and at Washburn, Tex., Denver, Colo., and Fort Worth, Tex., R. P. O.
19.56	38,690	19	20	July 1, 1888	2,694	[1] Balance of route (80.75 miles) covered by the Cincinnati and Livingston, and Maysville, Paris and Cincinnati R. P. O's. (See Table A[a].)
16.50	12,045	7	28	July 1, 1886	7,068	Mail from Huntington and Portland R. P. O., and Portland office forwarded over this line to connect at Pasco with Spokane Falls, Wash., and Portland, Oregon R. P. O. (See Table A[a].) Spokane Falls and Portland for 144.90 miles of route, 258.11 miles covered by Mandan and Spokane Falls R. P. O. Reported by tenth division.
11.37	24,832	21	28	July 1, 1889	281	
18.12	11,311	6	4	July 1, 1888	25	
23.58	14,714	6	12	July 1, 1887	141	Supplied by Fergus Falls, Minn., and by Fargo, Dak., Barnesville and St. Paul, Minn., R. P. O. Connects at Fergus Falls, Minn., with Wadena and Fergus Falls, Minn., R. P. O., and with Fergus Falls, Minn., and Milnor, Dak., pouch service.
10.50	13,104	12	4	Oct. 21, 1885	706	29.96 miles reported in Table A[a]. Palatka and Punta Gorda R. P. O.
9.09	5,672	6	4	July 1, 1889	162	Connects Grafton and Cincinnati, and Grafton and Parkersburgh R. P. O's at Pennsborough.
10.50	6,552	6	2	July 1, 1885	196	
7.31	9,123	12	10	July 1 1889	283	

TABLE C°.—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Perryville and Jackson, Tenn.	5	19027	Perryville, Memphis, Tenn..	Tennessee Midland.....
Petaluma and Lakeville, Cal ..	8	46004	Petaluma, Lakeville, Cal....	San Fran. and North Pacific R. R.
Peters and Oakdale, Cal.....	8	46035	Peters, Oakdale, Cal.....	Stockton and Copperopolis R. R.
Petersburgh and City Point, Va.	3	11010	Petersburgh, City Point, Va.	Norfolk and Western.....
Phœnix and Maricopa, Ariz ..	8	40004	Maricopa, Phœnix, Ariz ...	Maricopa and Phœnix R.R.
Philadelphia and Chestnut Hill R. R. Station, Pa.	2	8160	Philadelphia, Chestnut Hill R. R. Station, Pa.	Philadelphia, Germantown and C. H.
Phœnixville and Uwchland, Pa.	2	8066	Phœnixville, Uwchland, Pa.	Philadelphia and Reading ..
Phœnixville and West Chester, Pa.	2	8048	West Chester, Phœnixville Pa.	Penn'a .....
Pinconning and Gladwin, Mich	9	24073	Pinconning, Gladwin, Mich.	Michigan Central.....
Pine Bush and Middletown, N. Y.	2	6092	Middletown, Pine Bush, N. Y.	N. Y. L. E. and Western (Middletown and Crawford Branch).
Pittsburgh and Castle Shannon, Pa.	2	8095	Pittsburgh, Castle Shannon, Pa.	Pitts. and Castle Shannon..
Plainview and Chatfield, Minn.	10	26018	Chatfield, Plainview, Minn.	Winona and St. Peter.....
Plattsburgh and Au Sable, N. Y.	2	6029	Plattsburgh, Au Sable, N. Y.	Delaware and Hudson Canal Co.
Pleasantville and Somers Point, N. J.	2	7020	Pleasantville, Somers Point, N. J.	West Jersey.....
Point Pleasant and Bayhead Junction, N. J.	2	7003 (part)	Elizabethport, Bayhead Junction, N. J.	Central R. R. of New Jersey
Poland and Herkimer, N. Y...	2	6119	Herkimer, Poland, N. Y....	Herkimer, Newport and Poland.
Pomeroy and Landenburgh, Pa.	2	8131	Landenburgh, Pomeroy, Pa.	Pennsylvania.....
Pomeroy and Starbuck, Wash	8	43014	Starbuck, Pomeroy, Wash.	Oreg., Rwy. and Navigation Co.
Poncho Springs and Monarch, Colo.	7	38009	Poncho Springs, Monarch, Colo.	Denver and Rio Grande ....
Port Huron and Almont, Mich.	9	24060	Port Huron, Almont, Mich .	Flint and Pere Marquette..
Port Monmouth and Red Bank, N. J.	2	7049 (part)	Eatontown, Port Monmouth, N. J.	Central R. R. of New Jersey.
Prairie du Sac and Mazo Manie, Wis.	10	25039	Mazo Manie, Prairie du Sac, Wis.	Chi., Mil. and St. Paul.....
Pratt Junction and Harrison, Wis.	10	25068	Pratt Junction, Harrison, Wis.	Mil., Lake Shore and Western.
Pratt's Junction and Sterling Junction, Mass.	1	3047	Sterling Junction, Pratt's Junction, Mass.	Old Colony R. R.....
Princeton and Princeton Junction, N. J.	2	7053	Princeton Junction, Princeton, N. J.	Pennsylvania.....
Providence and Bristol, R. I ..	1	4004	Providence, Bristol, R. I....	Providence, Warren and Bristol R. R.
Pymatuning, Pa., and Leavittsburgh, Ohio.	2	21034 (part)	Salamanca, Dayton, Ohio...	N. Y., Lake Erie and Western

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
.....	884	6	20	.....	.....	See Perryville and Memphis R. P. O. (Table A[8].) R. P. O. service established on route 19027, between Jackson and Memphis, Tenn., distance 86.39 miles, July 23, 1888. On May 27, 1889, service extended to Perryville, Tenn., increasing distance 49.10 miles. R. P. O. service not extended until June 6, 1889.
7.53	4,699	6	4	July 1, 1886	28	Connects at Petaluma with Ukiah and San Francisco R. P. O.
19.22	23,987	12	6	July 1, 1886	93	Connects at Peters with Milton and Stockton R. P. O.; supplied by Stockton office.
10.47	6,533	6	2	July 1, 1889	27	Connects Norfolk and Lynchburgh and Washington and Wilmington R. P. O's at Petersburgh and Norfolk and Richmond R. P. O. at City Point.
35.78	26,119	7	8	Apr. 20, 1888	464	Connects at Maricopa with El Paso, Tex., and Los Angeles, Cal., R. P. O.
11.86	48,104	39	[1]52	July 1, 1889	670	[1] Including sacks.
11.28	14,077	12	22	July 1, 1889	189	
18.43	23,001	18	36	July 1, 1889	217	
28.28	17,647	6	8	July 1, 1888	87	At Pinconning, Mich., the Mackinaw City and Detroit R. P. O.
13.74	17,148	12	12	July 1, 1889	153	
6.02	8,756	6	4	July 1, 1889	67	
28.73	35,855	12	20	July 1, 1887	200	Supplied by Eyota, Minn., and by Winona and Tracy, Minn., R. P. O.
23.52	14,676	6	10	July 1, 1889	184	
7.31	13,684	18	18	July 1, 1889	70	
[1]1.00	936	9	6	July 1, 1885	4999	[1] Balance of route (40.19 miles) covered by N. Y. and Point Pleasant R. P. O. (See Table A[8].)
17.06	31,936	8	12	July 1, 1889	281	
18.54	11,569	6	6	July 1, 1889	54	
29.53	18,427	6	6	Sept. 1, 1886	312	Connects at Starbuck with Farmington, Wash., and Pendleton, Oregon, R. P. O. Supplied by that line.
16.09	10,040	6	12	July 1, 1886	106	Trains run from and to Salida, Colo., and there connect Denver and Aspen, Colo., R. P. O., and Denver, Colo., and Ogden, Utah, R. P. O.
34.50	43,056	12	26	July 1, 1884	235	At Port Huron, Mich., connects East Saginaw and Port Huron, Fort Gratiot and Chicago, Fort Gratiot and Detroit, and Port Austin and Port Huron R. P. O's.
[1]6.58	4,106	6	8	July 1, 1889	382	Balance of route (2.89 miles) covered by Red Bank and Bridgeton R. P. O. (See Table A[8].)
10.33	12,892	12	12	July 1, 1887	265	Supplied by Mazo Manie, Wis, and by Chicago, Ill., and North McGregor, Iowa, R. P. O.
17.98	11,219	6	6	.....	.....	New service; established April 1, 1889. Supplied by Pratt Junction, Wis., and by Ashland and Milwaukee, Wis., R. P. O.
4.83	9,042	18	18	July 1, 1889	324	Portland and Worcester R. P. O's exchange with Sterling, Pratt's Junction, Leominster, and Fitchburg Worcester with Fitchburg; and Boston, Springfield, and New York R. P. O.
8.44	15,026	42	[1]41	July 1, 1889	642	[1] Including sacks.
15.35	37,689	24	53	July 1, 1889	1,180	Supplied by initial and terminal offices. Bristol with Warren, Fall River with Boston, Springfield and New York R. P. O's. Boston, Providence and New York R. P. O's., and Providence and New London R. P. O.
[2]29.70	55,598	18	24	July 1, 1888	2,429	[1] Balance of route (134.54 miles) covered by Salamanca and Youngstown R. P. O., (see Table A[8]), and by Leavittsburgh and Cincinnati R. P. O. (See Table A[8]., fifth division).

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Saxonville and Natick, Mass..	1	8032	Natick, Saxonville, Mass...	Boston and Albany R. R....
Saybrook Junction and Saybrook Point, Conn.	1	5015 (part)	Hartford, Saybrook Point, Conn.	Hartford and Conn. Valley R. R.
Schenectady and Quaker Street, N. Y.	2	6030	Quaker Street, Schenectady, N. Y.	Del. and Hud. Canal Co.....
Schoharie and Middleburgh, N. Y.	2	6055	Schoharie, Middleburgh, N. Y.	Schoharie and Middleburgh.
Schoharie Junction and Schoharie, N. Y.	2	6056	Schoharie Junction, Schoharie, N. Y.	Schoharie Valley.....
Scranton and Wilkes Barre, Pa.	2	8079	Wilkes-Barre, Scranton, Pa.	Del. and Hud. Canal Co....
Schriever and Houma, La.....	11	30004	Schriever, Houma, La	Morgan's, Louisiana and Texas.
Schuylerville and Saratoga Springs, N. Y.	2	6077	Saratoga Springs, Schuylerville, N. Y.	Fitchburg .....
Schuylerville Junction and Mechanicsville, N. Y.	2	6121	Mechanicsville, Schuylerville Junction, N. Y.	.....do .....
Schwander's Station (n. o.) and St. Elmo, Colo.	7	38014	Schwander's Station (n. o.), St. Elmo, Colo.	Denver, South Park and Pacific.
Sea Isle Junction and Ocean City, N. J.	2	7060	Sea Isle Junction, Sea Isle City, N. J.	West Jersey.....
Seattle and New Castle, Wash.	8	43002	Seattle, New Castle, Wash .	Columbia and Puget Sound R. R.
Selvern and Blackville, S. C ...	4	14026	Blackville, Selvern, S. C	Black, Alston and Newberry R. R.
Seligman, Mo., and Eureka Springs, Ark.	11	29013	Seligman, Mo., Eureka Springs, Ark.	Eureka Springs R. R .....
Seligman and Prescott, Aris ..	8	40003	Seligman, Prescott, Aris....	Prescott and Ariz. Central Rwy.
Selma and Martin's, Ala.....	4	17022	Selma, Martin's Station, Ala.	Birm., Selma and New Orleans R. R.
Sewell Depot and Cliff Top, W. Va.	3	12026	Sewell Depot, Cliff Top, W. Va.	Longdale Iron Co .....
Sheffield and Eulalia, Pa	2	8105	Sheffield, Eulalia, Pa	Tionesta Valley.....
Shelby Junction (n. o.) and Shelby, Ala.	4	17031	Shelby, Junction Station, (n. o.).	Shelby Iron Co .....
Shenandoah and Mahanoy Plane, Pa.	2	8119	Shenandoah, Mahanoy Plane, Pa.	Philadelphia and Reading ..
Sheridan Junction (n. o.) and Sheridan, Oregon.	8	44009	Sheridan Junction (n. o.), Sheridan, Oregon.	Oregonian R. R. Co., Limited Line.
Shumway and Altamont, Ill ..	6	[1]23066 (part)	Chicago, Altamont, Ill.....	Wabash .....
Sidney and Champaign, Ill....	6	23065	Sidney, Champaign, Ill.....	Wabash .....
Silver Brook Junction and Silver Brook, Pa.	2	8173	Silver Brook, Silver Brook Junction, N. Y.	Lehigh Valley.....
Silver Lake Junction (n. o.) and Silver Springs, N. Y.	2	6097	Silver Lake Junction (n. o.), Silver Lake, N. Y.	Silver Lake.....
Skaneateles Junction and Skaneateles, N. Y.	2	6060	Skaneateles Junction, Skaneateles, N. Y.	Skaneateles.....
Sleepy Eye and Redwood Falls, Minn.	10	26016	Sleepy Eye, Redwood Falls, Minn.	Chicago and Northwestern.
Sligo and Lawsonham, Pa.....	2	8093	Lawsonham, Sligo, Pa.....	Allegheny Valley.....
Smithton and Okalona, Ark..	11	29017	Smithton, Okalona, Ark....	Southwestern Arkansas and Indian Ter.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
20.60	25,709	12	16	Aug. 15, 1886	107	Connects at Quenemo, Kans., with Ottawa and Emporia, Kans., R. P. O., and Topeka and Fort Scott, Kans., R. P. O.; at Lyndon, Kans., with Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O., and at Osage City, Kans., with Kansas City, Mo., and Pueblo, Colo., R. P. O., and Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O.
7.58	18,920	24	12	July 1, 1889	503	
33.17	20,698	6	28	July 1, 1887	163	[1] Balance of route covered by West Lebanon, Ind., and Rantoul, Ill., R. P. O. (See Table A[a].) Supplied by Rantoul, Howard, and Le Roy, Ill. Connects at Rantoul, Ill., with Chicago and Centralia, Ill., R. P. O.; at Howard, Ill., with Chicago, Decatur, Ill., and St. Louis, Mo., R. P. O., and at Le Roy, Ill., with Indianapolis, Ind., and Peoria, Ill., R. P. O.
5.70	5,335	9	4	July 1, 1889	89	Two trips with mail outward, one inward.
21.30	15,549	7	4	June 30, 1888	47	Connects at Berenda with San Francisco and Los Angeles R. P. O.
2.22	6,124	27	10	July 1, 1889	45	Boston exchanges with Dedham and Walnut Hill, Dedham with Walnut Hill.
11.30	7,051	6	6	July 1, 1889	114	Readsborough exchanges with Boston and Troy R. P. O., Sherman, Vt., and Munroe Bridge.
15.67	9,778	6	8	Sept. 10, 1886	108	Supplied by initial and terminal offices. Connects at Junction (n. o.), Mich., with Lake Linden and Junction (n. o.), pouch service, and at Hancock, Mich., with Calumet and Houghton, Mich., pouch service.
9.25	24,069	21	20	July 1, 1889	247	Connects at San Bernardino with Albuquerque, N. M., and Los Angeles, Cal., and San Bernardino and Oceanside R. P. O's.
21.10	15,403	7	8	July 1, 1889	148	Service extended from Black Diamond September 5, 1888. Supplied by Spokane Falls, Wash., and Portland, Oregon., R. P. O., and exchanges mail with Seattle. Connects at Renton with Seattle and New Castle R. R.
47.00	34,310	7	6	June 23, 1888	1,028	[1] Balance of route covered by Iron Mountain, Mich., and Milwaukee, Wis., R. P. O. (See Table A[a].) Supplied by Republic, Mich., and by Iron Mountain, Mich., and Milwaukee, Wis., R. P. O. Connects at Republic, Mich., with Humboldt and Republic, Mich., pouch service, and at Iron Mountain, Mich., with Powers, Mich., and Florence, Wis., R. P. O.
6.35	4,635	12	6	July 1, 1889	45	Supplied by Chelsea, Wis., and by Ashland and Abbotsford, Wis., R. P. O.
22.06	68,827	30	75	July 1, 1889	582	
31.57	39,399	12	14	July 1, 1889	524	Supplied by initial and terminal offices and Newport and Springfield R. P. O.
16.33	10,190	12	22	July 1, 1887	387	Supplied by initial and terminal offices, and by Chicago, Ill., and North McGregor, Iowa, R. P. O.
4.36	10,882	24	8	July 1, 1889	168	Supplied by Danbury and South Norwalk R. P. O. Ridgefield with Branchville.
9.98	12,455	12	14	July 1, 1889	43	
12.72	15,875	12	16	July 1, 1887	1,565	[1] Balance of route covered by Oshkosh and Milwaukee, Wis., R. P. O. (See Table A[a].) Supplied by Ripon, Wis., and by Oshkosh and Milwaukee, Wis., R. P. O. Connects at Ripon, Wis., with Sheboygan and Princeton, Wis., R. P. O., and at Rush Lake, Wis., with Winneconne and Rush Lake, Wis., pouch service.
25.76	32,148	12	14	July 1, 1887	262	Supplied by Hudson, Wis. Connects at River Falls Junction (n. o.), Wis., with St. Paul, Minn., and Elroy, Wis., R. P. O.

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Vesper and Dexterville Junction (n. o.), Wis.	10	25056	Dexterville Junction, Vesper, Wis.	Wis., Pitts. and Superior ...
Victoria and Port Lavaca, Tex	11	[1]31019 (part)	Port Lavaca, Cuero, Tex....	Gulf, Western Texas and Pacific (So. Pac.).
Vidalia and Jonesville, La	11	30005	Vidalia, Jonesville, La	Natchez, Red River and Texas.
Vincennes, Ind., and St. Francisville, Ill.	6	23037	Vincennes, Ind., St. Francisville, Ill.	Cairo, Vincennes and Chicago.
Vinita and Red Fork, Ind. T...	11	32002	Vinita, Red Fork, Ind. T....	St. Louis and San Francisco.
Visalia and Goshen, Cal.....	8	46018	Visalia, Goshen, Cal	Visalia R. R .....
Volcano Junction and Volcano, W. Va.	3	12003	Volcano Junction, Volcano, W. Va.	Laurel Fork and Sand Hill..
Wahneta, Bartow, Fla.....	4	16021	Wahneta, Bartow, Fla	South Fla. R. R.....
Wakefield and Peabody, Mass.	1	3010	Wakefield, Peabody, Mass ..	Boston and Maine R. R .....
Walla Walla and Wallula, Wash.	8	43004	Walla Walla, Wallula, Wash.	Oregon Rwy and Navigation Co.
Wallula, Wash., and Umatilla, Oregon.	8	44005 (part)	Umatilla, Wallula, Wash ...	.....do .....
Walterborough and Green Pond, S. C.	4	14025	Green Pond, Walterborough, S. C.	Green Pond, Walter. and Branchville R. R.
Wampum Junction (n. o.) and Homewood, Pa.	2	8044	Erie, Homewood, Pa	Erie and Pittsburgh .....
Warren, R. I., and Fall River, Mass.	1	4005	Warren, R. I., Fall River, Mass.	Providence, Warren and Bristol R. R.
Warren Plains and Warrenton, N. C.	3	13026	Warren Plains, Warrenton, N. C.	Warrenton .....
Warsaw and Clinton, N. C	3	13030	Warsaw, Clinton, N. C	Wilmington and Weldon ...
Wartrace and Shelbyville, Tenn.	5	19020	Wartrace, Shelbyville, Tenn.	Nashville, Chattanooga and St. Louis.
Washington and Barnett, Ga..	4	15006	Washington, Barnett, Ga...	Georgia R. R .....
Washington and Greenleaf, Kans.	7	[3]33021 (part)	Waterville, Washington, Kans.	Central Branch Union Pacific.
Washington and Waynesburgh, Pa.	2	8114	Washington, Waynesburgh, Pa.	Waynesburgh and Washington.
Watertown and Brookings, Dak.	10	35014	Brookings, Watertown, Dak	Chicago and Northwestern .
Watertown and Sackett's Harbor, N. Y.	2	6039	Watertown, Sackett's Harbor, N. Y.	Rome, Wat. and Ogdens ...
Watertown and Waterbury, Conn.	1	5006	Waterbury, Watertown, Conn.	Naugatuck R. R.....
Waukon Junction and Waukon, Iowa.	6	27040	Waukon Junction, Waukon, Iowa.	Chicago, Milwaukee and St. Paul.
Waverly and Waverly Junction, Iowa.	6	27094	Wdverly Junction, Waverly, Iowa.	Burlington, Cedar Rapids and Northern.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
14.84	20,093	13	8	July 1, 1889	188	New service; established January 7, 1889. Connects at Woodenville with Seattle and Olney. Supplied by Seattle.
[1]19.13	23,874	12	10	July 1, 1889	84	[1]Balance of route (2.70 miles) covered by Lock Haven and Tyrone R. P. O. (See Table A[2].)
27.65	20,185	7	4	July 1, 1886	110	Connects at Socorro, N. Mex., with Albuquerque, N. Mex., and El Paso, Tex., R. P. O.
6.47	16,149	24	16	July 1, 1887	643	[1]Balance of route covered by Des Moines and Winterset, Iowa, R. P. O. (See Table A[2].) Supplied by Des Moines and Winterset, Iowa, R. P. O. Connects at Indianola, Iowa, with Des Moines, Iowa, and St. Joseph, Mo., R. P. O.
16.01	29,971	18	24	July 1, 1889	261	
13.57	8,468	6	6	July 1, 1888	74	
12.71	35,689	27	30	July 1, 1889	261	Boston with Maynard, Hudson, Rock Bottom, Boston and Troy R. P. O., and Essex Junction and Boston R. P. O. with Maynard, Hudson, Rock Bottom, and Marlborough; Maynard with Boston and Greenville R. P. O.
35.17	87,784	24	90	July 1, 1889	873	Supplied by Boston, Fall River, Taunton, Middleborough, Boston, and Wellfleet R. P. O., and Lowell and Taunton R. P. O.'s.
26.52	49,645	18	75	July 1, 1889	837	Supplied by Boston, Mass. Plymouth exchanges with Boston and Wellfleet R. P. O., and Boston, Springfield, and New York R. P. O.
18.00	22,464	12	36	July 1, 1889	300	Boston and Hopewell Junction R. P. O., and Boston, Mass. Exchanges with Globe Village, Quinebaug, Webster, Southbridge, and West Dudley. Quinebaug with Webster.
12.36	30,850	24	56	July 1, 1889	620	Supplied by initial and terminal offices. Connects at South Framingham with Boston and Albany R. P. O., Boston, Clinton, and Fitchburg R. P. O., Boston, Springfield, and New York R. P. O., and Lowell and Taunton R. P. O.'s.
13.11	16,361	12	20	July 1, 1889	176	
2.18	6,801	30	10	July 1, 1889	310	Spencer with Boston and Albany R. P. O.
21.99	27,443	12	18	May 16, 1887	161	Supplied by initial and terminal offices and by Calmar, Iowa, and Chamberlain, Dak., R. P. O. Connects at Spirit Lake, Iowa, with Cedar Rapids, Iowa, and Watertown, Dak., R. P. O.
500.25	365,182	7	26	July 1, 1886	1,218	[1]134 miles of route 31039, between San Antonio and Spofford, Tex., covered by Houston and Eagle Pass, Tex., R. P. O. Makes El Paso, Tex., connections, and connects at Spofford, Tex., with Houston and Eagle Pass, Tex., R. P. O. Closed-pouch service between Eagle Pass, Tex., and Piedras Negras, Mexico; distance, 203 miles.
12.31	6,677	6	8	July 1, 1889	60	[1]On January 14, 1889, Spring City and Balta R. R. service (9.32 miles) extended to Jewett, Tenn., increasing distance 2.99 miles.
8.20	5,117	6	4	July 1, 1889	61	
[1]4.00	4,992	12	4	July 1, 1889	1,380	[1]Balance of route (74.36 miles) covered by Rondout and Stamford R. P. O. (See Table A[2].)
8.94	11,157	12	10	July 1, 1887	177	Supplied by Chicago, Ill., and Cedar Rapids, Iowa, R. P. O. Connects at Tipton, Iowa, with Clinton and Iowa City, Iowa, R. P. O.
11.12	10,408	9	18	July 1, 1889	108	Supplied by Pittsfield and Bridgeport R. P. O.; Boston and Albany R. P. O.; and New York and Chicago R. P. O.'s. State Line with Rockdale Mills and West Stockbridge.
21.21	26,470	12	12	July 1, 1889	571	
7.65	9,547	12	12	July 1, 1889	175	
7.42	8,260	12	10	July 1, 1888	180	

TABLE C.—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Wawa and Chester, Pa.....	2	8008 (part)	Chester, Pa., Port Deposit, Md.	Phila., Wilm. and Balto.....
Wayne and Randolph, Nebr ..	6	34060	Wayne, Randolph, Nebr	Chicago, St. Paul, Minn. and Omaha.
Webster City and Lehigh, Iowa.	6	27075	Webster City, Lehigh, Iowa.	Webster City and Southwestern.
Wellfleet and Provincetown, Mass.	1	3041 (part)	Middleborough, Provincetown, Mass.	Old Colony R. R.....
Wellington and Caldwell, Kans.	7	133037 (part)	Mulvane, Caldwell, Kans....	Atchison, Topeka and Santa Fé.
Wellington and Clissna Park, Ill.	6	25080	Wellington, Clissna Park, Ill.	Chicago and Eastern Illinois.
Wellington and Hunnewell, Kans.	7	133005 (part)	Cherry Vale, Hunnewell, Kans.	Southern Kansas .....
West Brownsville and Uniontown, Pa.	2	8146	West Brownsville, Uniontown, Pa.	Pennsylvania.....
Weston and Buckhannon, W. Va.	3	12011	Weston, Buckhannon, W. Va.	Weston and Buckhannon...
West Stewartstown and Coos, N. H.	1	1005	West Stewartstown, Coos, N. H.	Upper Coos R. R.....
West Wareham and Fairhaven, Mass.	1	3050	Fairhaven, West Wareham, Mass.	Old Colony R. R .....
Wetumpka and Elmore, Ala ..	4	17024	Elmore, Wetumpka, Ala	Louis. and Nash. R. R.....
White Haven and Upper Lehigh, Pa.	2	8097	White Haven, Upper Lehigh, Pa.	Central R. R. of New Jersey.
White River Junction and Woodstock, Vt.	1	2013	White River Junction, Woodstock, Vt.	Woodstock R. R .....
Whitestone and Whitestone Junction, N. Y.	2	6004 (part)	Long Island City, Whitestone, N. Y.	Long Island .....
Whiting and Birmingham, N. J	2	7063	Whiting, Birmingham, N. J.	Pennsylvania.....
Whitman and Bridgewater, Mass.	1	3040	Whitman, Bridgewater, Mass.	Old Colony R. R .....
Wilkes Barre and Wanamie, Pa.	2	8101	Wilkes Barre, Wanamie, Pa.	Central R. R. of New Jersey.
Williamsburgh and Hollidaysburgh, Pa.	2	8084	Hollidaysburgh, Williamsburgh, Pa.	Pennsylvania.....
Williamstown and Millersburgh, Pa.	2	8106	Millersburgh, Williamstown, Pa.	Northern Central.....

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
26.12	38,135	14	26	July 1,1887	270	Supplied by initial and terminal offices, and by Chicago, Illinois, and Minneapolis, Minn., R. P. O. Connects at Stillwater, Minn., with Stillwater and Minneapolis, Minn., and Stillwater and Stillwater Junction (n. o.), Minn., pouch service, and at Hastings, Minn., with Hastings and Cologne, Minn., R. P. O.
29.39	36,679	12	12	July 1,1887	199	Supplied by Minneapolis and St. Paul, Minn. Connects at Stillwater, Minn., with Stillwater and Hastings, Minn., and Stillwater Junction (n. o.), Minn., pouch service; at White Bear Lake, Minn., with Duluth and St. Paul, Minn., R. P. O., and at Minneapolis, Minn., with lines centering at that city.
2.59	14,188	38	14	July 1,1887	336	Connects at Stillwater, Minn., with Stillwater and Hastings, Minn., and Stillwater and Minneapolis, Minn., pouch service. Connects at Stillwater Junction (n. o.), Minn., with St. Paul, Minn., and Elroy, Wis., R. P. O.
11.48	7,164	6	4	July 1,1886	158	Connects Mount Airy and Bennettsville R. P. O. at Stokesdale.
[1]15.80	14,789	9	26	July 1,1889	754	[1] Balance of route (35.20 miles) covered by Geneva and Williamsport R. P. O. (See Table A[a].)
9.60	12,998	13	8	July 1,1888	27	
50.92	37,390	6	28	July 1,1889	68	Supplied by Streator and La Salle, Ill., and by Walnut, Ill. Connects at Streator with all lines centering there. Connects at La Salle, Ill., with Chicago, Ill., and West Liberty, Iowa, and with Mendota and Centralia, Ill., R. P. O.'s. Connects at L., V. and N. Junction with Chicago, Ill., and Burlington, Iowa, R. P. O., and at Walnut, Ill., with Mendota and Fulton, Ill., R. P. O.
12.60	7,362	6	4	July 1,1889	577	[1]76.40 miles of route 33077, between Strong and Keystone, Kans., covered by Superior, Nebr., and Strong, Kans., R. P. O., and 43.18 miles, between Keystone and Barnard, Kans., covered by Keystone and Barnard, Kans., R. P. O. (See Table A[a].) Connects at Strong, Kans., with Kansas City, Mo., and Pueblo, Colo., R. P. O. and Superior, Nebr. and Strong, Kans., R. P. O.
8.53	24,839	28	16	July 1,1886	158	Connect, at Stuart, Mont., with Garrison and Butte City, Mont., R. P. O.
4.90	12,230	24	10	July 1,1885	156	Supplied by initial and terminal offices, Hartford and Boston, Springfield and New York R. P. O.
13.17	8,218	6	4	July 1,1889	36	Supplied by closed pouches from Suffolk.
13.08	19,097	14	8	.....	.....	Connects at Suisun with Ogden, Utah, and San Francisco, Cal., R. P. O., at Napa Junction with Calestoga and Vallejo R. P. O.
14.68	18,321	12	27	July 1,1889	179	
8.97	13,993	15	20	July 1,1889	64	
16.56	10,333	6	8	.....	.....	[1] Balance of route covered by Bremer and Hampton, Iowa, R. P. O. Connects at Sumner, Iowa, with Hayfield, Minn., and Dubuque, Iowa, R. P. O.
25.69	80,153	30	[1]72	July 1,1889	1,885	[1] Including closed Canada mail.
[1]1.80	1,872	10	10	July 1,1889	4,660	[1] Balance of route (74.33 miles) covered by Rochester and Niagara Falls R. P. O. (See Table A[a].)
7.26	9,060	12	8	July 1,1889	124	Connects Richmond and Danville R. P. O. at Sutherlin.
9.96	6,215	6	4	July 1,1888	129	
14.97	18,682	12	8	July 1,1888	109	
[1]7.04	8,785	12	8	July 1,1888	101	
22.03	13,746	6	4	July 1,1884	15	
21.13	15,424	7	10	July 1,1888	226	

TABLE C°.—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Willmar, Minn., and Sioux Falls, Dak.	10	26041	Willmar, Minn., Sioux Falls, Dak.	Willmar and Sioux Falls ...
Willow and Fruto, Cal.....	8	46069	Willow, Fruto, Cal.....	Southern Pacific R. R.....
Wilton Junction and Muscatine, Iowa.	6	27090	Wilton Junction, Muscatine, Iowa.	Chicago, Rock Island and Pacific.
Wilmington and Wrightsville, N. C.	3	13035	Wilmington, Wrightsville, N. C.	Wilmington Sea Coast.....
Wilmot and Milbank, Dak	10	35009	Milbank, Wilmot, Dak	Chi., Mil. and St. Paul .....
Winchester and North Woburn, Mass.	1	3018	Winchester, North Woburn, Mass.	Boston and Maine R. R. (Lowell System).
Windsor Beach (n. o.) and Rochester, N. Y.	2	6136	Windsor Beach, Rochester, N. Y.	Rome, Wat. and Ogdens ....
Winifrede Junction (n. o.) and Winifrede, W. Va.	3	12008	Winifrede Junction (n. o.), Winefrede, W. Va.	Winefrede.....
Winfield and Washington, Iowa.	6	*27035 (part)	Burlington, Washington, Iowa.	Burlington and Northwestern.
Winneconne and Rush Lake, Wis.	10	25007	Rush Lake, Winneconne, Wis.	Chi., Mil. and St. Paul .....
Winona Junction (n. o.) and La Crosse, Wis.	10	*25014 (part)	Winona, Minn., La Crosse, Wis.	Chicago and Northwestern.
Winston and Walnut Cove, N. C.	3	13040	Winston, Walnut Cove, N.C.	Roanoke and Southern.....
Winthrop Junction (n. o.) and Revere, Mass.	1	3079	Winthrop Junction (n. o.), Revere, Mass.	Boston, Revere Beach and Lynn R. R.
Wolfborough and Wolfborough Junction, N. H.	1	1015	Wolfborough Junction, Wolfborough, N. H.	Boston and Maine R. R.....
Woodbury and Penn's Grove, N. J.	2	7039	Woodbury, Penn's Grove, N. J.	Delaware River.....
Woodbury and Riddleton Junction, N. J.	2	7022	Woodbury, Riddleton Junction, N. J.	West Jersey.....
Woodman and Lancaster Junction (n. o.), Wis.	10	*25025 (part)	Galena, Ill., Woodman, Wis.	Chicago and Northwestern.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
148.06	92,389	6	40	July 1, 1889	28	Route reported vacant last year. Service established January 28, 1889. Supplied by initial and terminal offices. Connects at Willmar, Minn., with Fargo, Dak., Willmar and St. Paul, Minn., and St. Cloud and Willmar, Minn., R. P. O.'s; at Granite Falls, Minn., with St. Paul, Minn., and Mitchell, Dak., R. P. O.; at Hanly Falls, Minn., with St. Paul, Minn., and Watertown, Dak., R. P. O.; at Marshall, Minn., with Tracy, Minn., and Redfield, Dak., R. P. O.; at Pipestone, Minn., with Cedar Rapids, Iowa, and Watertown, Dak., Heron Lake and Pipertown, Minn., and La Crosse, Wis., and Woonsocket, Dak., R. P. O.'s, and at Sioux Falls, Dak., with lines centering there.
17.18	10,720	6	4	.....	.....	New service; established April 20, 1889. Supplied by initial office. Connects with Redding and Sacramento R. P. O.
12.75	15,912	12	8	July 1, 1887	398	Connects at Wilton Junction, Iowa, with Chicago, Ill., and West Liberty, Iowa, R. P. O., and at Muscatine, Iowa, with Muscatine and Montezuma, Iowa, and with Davenport, Iowa, and Atchison, Kans., R. P. O.'s.
9.24	5,766	6	2	July 1, 1889	18	Connects Washington and Wilmington R. P. O. at Wilmington.
17.26	10,770	6	8	July 1, 1886	90	Supplied by Milbank, Dak. Connects at that point with St. Paul, Minn., and Mitchell, Dak., R. P. O.
4.56	5,691	12	23	July 1, 1889	209	Supplied by Boston, Woburn, and Boston, Nashua and Keene R. P. O. Thirty additional times outward and inward per week between Woburn and Winchester.
8.30	2,047	24	[1]50	July 1, 1887	330	[1]Including sacks.
4.54	2,833	6	2	July 1, 1889	48	Connects Richmond and Huntington and Washington and Huntington R. P. O.'s at Winifrede Junction.
18.57	11,588	6	14	July 1, 1887	470	[2]Balance of route covered by Burlington and Oskaloosa, Iowa, R. P. O. (See Table A[8].) Supplied by initial and terminal offices and by Burlington and Oskaloosa, Iowa, R. P. O. Connects at Washington, Iowa, with Davenport, Iowa, and Atchison, Kans., and with Washington and Knoxville, Iowa, R. P. O.'s.
14.84	9,260	6	10	July 1, 1885	36	Supplied by Ripon, Wis., and by Oshkosh and Milwaukee, Wis., R. P. O. Connects at Rush Lake, Wis., with Ripon and Berlin, Wis., pouch service.
4.14	7,750	18	12	July 1, 1887	113	[3]Balance of route covered by Chicago, Ill., and Winona, Minn., R. P. O. Connects Chicago, Ill., and Winona, Minn., R. P. O. with La Crosse, Wis., and lines centering there.
18.52	11,556	6	8	.....	.....	Connects Greensborough and Winston R. P. O. at Winston.
1.80	2,862	18	12	July 1, 1889	141	From August 23, 1888 (265 days), supplied by Boston, Mass.
12.14	15,151	12	12	July 1, 1889	194	Wolfborough with East Wolfborough, and Boston, North Conway and Boston R. P. O. with Wolfborough and East Wolfborough, Wolfborough with Wolfborough Junction.
20.97	39,256	18	32	July 1, 1889	251	
22.21	48,507	21	36	July 1, 1889	426	
18.53	23,125	12	16	July 1, 1885	268	[1]Balance of route covered by Montfort, Wis., and Galena, Ill., and Milwaukee and Lancaster, Wis., R. P. O.'s. (See Table A[8].) Connects at Woodman, Wis., with Chicago, Ill., and North McGregor, Iowa, R. P. O. Supplied by initial and terminal offices and by Milwaukee and Lancaster, Wis., R. P. O.

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Vesper and Dexterville Junction (n. o.), Wis.	10	25056	Dexterville Junction, Vesper, Wis.	Wis., Pitts. and Superior ...
Victoria and Port Lavaca, Tex	11	[1]31019 (part)	Port Lavaca, Cuero, Tex....	Gulf, Western Texas and Pacific (So. Pac.).
Vidalia and Jonesville, La	11	30005	Vidalia, Jonesville, La	Natchez, Red River and Texas.
Vincennes, Ind., and St. Francisville, Ill.	6	23037	Vincennes, Ind., St. Francisville, Ill.	Cairo, Vincennes and Chicago.
Vinita and Red Fork, Ind. T...	11	32002	Vinita, Red Fork, Ind. T....	St. Louis and San Francisco.
Visalia and Goshen, Cal.....	8	46018	Visalia, Goshen, Cal	Visalia R. R .....
Volcano Junction and Volcano, W. Va.	3	12003	Volcano Junction, Volcano, W. Va.	Laurel Fork and Sand Hill..
Wahneta, Bartow, Fla.....	4	16021	Wahneta, Bartow, Fla	South Fla. R. R.....
Wakefield and Peabody, Mass.	1	3010	Wakefield, Peabody, Mass ..	Boston and Maine R. R .....
Walla Walla and Wallula, Wash.	8	43004	Walla Walla, Wallula, Wash.	Oregon Rwy and Navigation Co.
Wallula, Wash., and Umatilla, Oregon.	8	44005 (part)	Umatilla, Wallula, Wash ...	.....do .....
Walterborough and Green Pond, S. C.	4	14025	Green Pond, Walterborough, S. C.	Green Pond, Walter. and Branchville R. R.
Wampum Junction (n. o.) and Homewood, Pa.	2	8044	Erie, Homewood, Pa	Erie and Pittsburgh .....
Warren, R. I., and Fall River, Mass.	1	4005	Warren, R. I., Fall River, Mass.	Providence, Warren and Bristol R. R.
Warren Plains and Warrenton, N. C.	3	13026	Warren Plains, Warrenton, N. C.	Warrenton .....
Warsaw and Clinton, N. C	3	13030	Warsaw, Clinton, N. C	Wilmington and Weldon ...
Wartrace and Shelbyville, Tenn.	5	19020	Wartrace, Shelbyville, Tenn.	Nashville, Chattanooga and St. Louis.
Washington and Barnett, Ga..	4	15006	Washington, Barnett, Ga...	Georgia R. R .....
Washington and Greenleaf, Kans.	7	[1]33021 (part)	Waterville, Washington, Kans.	Central Branch Union Pacific.
Washington and Waynesburgh, Pa.	2	8114	Washington, Waynesburgh, Pa.	Waynesburgh and Washington.
Watertown and Brookings, Dak.	10	35014	Brookings, Watertown, Dak	Chicago and Northwestern .
Watertown and Sackett's Harbor, N. Y.	2	6039	Watertown, Sackett's Harbor, N. Y.	Rome, Wat. and Ogdens ...
Watertown and Waterbury, Conn.	1	5006	Waterbury, Watertown, Conn.	Naugatuck R. R.....
Waukon Junction and Waukon, Iowa.	6	27040	Waukon Junction, Waukon, Iowa.	Chicago, Milwaukee and St. Paul.
Waverly and Waverly Junction, Iowa.	6	27094	Wdverly Junction, Waverly, Iowa.	Burlington, Cedar Rapids and Northern.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds	
20.87	13,023	6	8	July 1, 1887	·82	Supplied by Dexterville, Wis., and by Merrill and Tomah, Wis., R. P. O. Connects at Dexterville, Wis., with Fort Howard, Wis., and Winona, Minn., R. P. O., and with Hogan and Dexterville, Wis., pouch service.
27.20	8,486	3	4	July 1, 1886	217	[1]28.29 miles of route 31019, between Victora and Cuero, Tex., covered by Rosenberg and Cuero, Tex., R. P. O. (See Table A[8].) Connects at Victoria, Tex., with Rosenberg and Cuero, Tex., R. P. O.
25.60	15,974	6	6	Apr. 19, 1886	12	Connects at Natchez, Miss., with Jackson and Natchez, Miss., R. P. O.
10.88	13,578	12	8	July 1, 1887	334	Connects Danville and Cairo, Ill., R. P. O. with Vincennes, Ind., and all lines centering there.
68.01	49,647	7	40	July 1, 1886	168	Connects at Vinita, Ind. T., with Sedalia, Mo., and Denison, Tex., R. P. O. and Monett, Mo., and Vinita, Ind. T., R. P. O.
7.66	15,152	19	16	July 1, 1886	324	Connects at Goshen with San Francisco and Los Angeles R. P. O. and Goshen and Alcalde R. R. Visalia exchanges with Lemoore, Hanford, and Tulare.
7.02	8,761	12	4	July 1, 1889	39	Connects Grafton and Cincinnati and Grafton and Parkersburgh R. P. O.'s at Volcano Junction.
17.67	23,925	13	10	Feb. 16, 1885	171	
8.09	10,006	12	10	July 1, 1889	123	Newburyport and Boston R. P. O. exchanges with Montrose, Peabody, and Lynnfield; Boston with Lynnfield and Peabody.
32.06	13,404	7	10	.....	.....	Connects at Walla Walla with Farmington and Pendleton. Walla Walla exchanges with Spokane Falls and Portland R. P. O.
27.20	19,856	7	26	Aug. 15, 1888	6,382	Pouches and sacks from Portland for the Spokane Falls and Portland R. P. O. go over this line for connection at Pasco. Balance of route (186.00 miles) covered by the Huntington and Portland. (See Table A[8].)
12.37	16,675	13	8	July 1, 1888	150	
[1]6.20	7,738	12	4	July 1, 1885	1,305	[1] Balance of route (106.75 miles) covered by Erie and Pittsburgh R. P. O. (See Table A[8].)
9.14	20,024	21	18	July 1, 1889	901	Fall River, with Warren, Providence, Providence and New London R. P. O., and Boston, Springfield, and New York R. P. O.
3.13	3,906	12	8	July 1, 1888	124	Connects Norfolk and Raleigh R. P. O. at Warren Plains.
13.11	16,361	12	14	July 1, 1888	202	Connects Washington and Wilmington R. P. O. at Warsaw.
8.36	10,432	12	12	July 1, 1888	334	
18.58	27,126	14	12	July 1, 1888	265	
7.58	14,190	18	8	July 1, 1886	1,805	[1] 13.11 miles of route 33021, between Waterville and Greenleaf, Kans., covered by Atchison and Lenora, Kans., R. P. O. (See Table A[8].) Connects at Washington, Kans., with Lincoln, Nebr., and Concordia, Kans., R. P. O., and at Greenleaf, Kans., with Atchison and Lenora, Kans., R. P. O.
29.73	37,103	12	28	July 1, 1889	593	
48.21	35,193	7	36	July 1, 1886	242	Supplied by initial and terminal offices, and by Tracy, Minn., and Pierre, Dak., R. P. O. Connects at Watertown, Dak., with lines centering there.
12.52	15,625	12	8	July 1, 1889	203	
6.15	7,188	12	21	July 1, 1885	235	West Winsted and Bridgeport R. P. O. and Waterbury exchange with Watertown and Oakville.
22.05	14,383	6	8	July 1, 1887	170	Supplied by La Crosse, Wis., and Dubuque, Iowa, R. P. O.
6.00	7,488	12	8	July 1, 1887	71	Supplied by Albert Lea, Minn., and Burlington, Iowa, R. P. O. Connects at Waverly Iowa, with Bremer and Hampton, Iowa, and with Minneapolis, Hayfield, Minn., and Waterloo, Iowa, R. P. O.'s.

TABLE C.—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Wawa and Chester, Pa.....	2	8008 (part)	Chester, Pa., Port Deposit, Md.	Phila., Wilm. and Balto.....
Wayne and Randolph, Nebr ..	6	34060	Wayne, Randolph, Nebr	Chicago, St. Paul, Minn. and Omaha.
Webster City and Lehigh, Iowa.	6	27075	Webster City, Lehigh, Iowa.	Webster City and Southwestern.
Wellfleet and Provincetown, Mass.	1	3041 (part)	Middleborough, Provincetown, Mass.	Old Colony R. R.....
Wellington and Caldwell, Kans.	7	123037 (part)	Mulvane, Caldwell, Kans....	Atchison, Topeka and Santa Fé.
Wellington and Cissna Park, Ill.	6	27080	Wellington, Cissna Park, Ill.	Chicago and Eastern Illinois.
Wellington and Hunnewell, Kans.	7	123005 (part)	Cherry Vale, Hunnewell, Kans.	Southern Kansas .....
West Brownsville and Uniontown, Pa.	2	8146	West Brownsville, Uniontown, Pa.	Pennsylvania.....
Weston and Buckhannon, W. Va.	3	12011	Weston, Buckhannon, W. Va.	Weston and Buckhannon...
West Stewartstown and Coos, N. H.	1	1005	West Stewartstown, Coos, N. H.	Upper Coos R. R.....
West Wareham and Fairhaven, Mass.	1	3050	Fairhaven, West Wareham, Mass.	Old Colony R. R .....
Wetumpka and Elmore, Ala ..	4	17024	Elmore, Wetumpka, Ala	Louis. and Nash. R. R.....
White Haven and Upper Lehigh, Pa.	2	8097	White Haven, Upper Lehigh, Pa.	Central R. R. of New Jersey.
White River Junction and Woodstock, Vt.	1	2013	White River Junction, Woodstock, Vt.	Woodstock R. R .....
Whitestone and Whitestone Junction, N. Y.	2	6094 (part)	Long Island City, Whitestone, N. Y.	Long Island .....
Whiting and Birmingham, N. J	2	7063	Whiting, Birmingham, N. J.	Pennsylvania.....
Whitman and Bridgewater, Mass.	1	3040	Whitman, Bridgewater, Mass.	Old Colony R. R .....
Wilkes Barre and Wanamie, Pa.	2	8101	Wilkes Barre, Wanamie, Pa.	Central R. R. of New Jersey.
Williamsburgh and Hollidaysburgh, Pa.	2	8084	Hollidaysburgh, Williamsburgh, Pa.	Pennsylvania.....
Williamstown and Millersburgh, Pa.	2	8106	Millersburgh, Williamstown, Pa.	Northern Central.....

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
[1]7.17	13,422	18	18	July 1,1885	945	[1] Balance of route (51.57 miles) covered by Philadelphia and Port Deposit R. P. O. (See Table A[s].)
20.83	12,998	6	8	.....	.....	Supplied by Wayne, Nebr., and by Sioux City, Iowa, and Norfolk, Nebr., R. P. O.
17.83	11,126	6	6	July 1,1887	71	Supplied by Webster City, Iowa. Connects at Webster City, Iowa, with Dubuque and Sioux City, Iowa, and with Tama and Hawarden, Iowa, R. P. O.'s. Connects at Lehigh, Iowa, with Fort Dodge and Lehigh, Iowa, pouch service.
14.36	17,021	12	18	July 1,1889	3,821	Balance of route (71.94 miles) covered by R. P. O. service. (See Table A[s].) Boston and Wellfleet R. P. O. exchanges with Truro, North Truro, South Truro and Provincetown; Wellfleet with Provincetown.
21.92	32,003	14	12	July 1,1886	767	[1] 16.41 miles of route 33037, between Muivane and Wellington, Kans., covered by Newton and Kiowa, Kans., R. P. O. (See Table A[s].) Connects at Wellington, Kans., with Kansas City, Mo., and Wellington, Kans., R. P. O., Newton and Kiowa, Kans., R. P. O., St. Joseph, Mo., and Caldwell, Kans., R. P. O., and Wellington and Hunnewell, Kans., pouch service. Connects at Perth, Corbin, and Caldwell, Kans., with St. Joseph, Mo., and Caldwell, Kans., R. P. O., and at Caldwell, Kans., with Beaumont and Anthony, Kans., R. P. O.
12.72	7,937	6	14	July 1,1887	117	Supplied by Wellington, Ill., and by Chicago, Ill., and Terre Haute, Ind., R. P. O.
18.12	13,228	7	10	July 1,1886	1,691	[1] 113.41 miles of route 33005, between Cherry Vale and Wellington, Kans., covered by Kansas City, Mo., and Wellington, Kans., R. P. O. (See Table A[s].) Connects at Wellington, Kans., with Kansas City, Mo., and Wellington, Kans., R. P. O., Newton and Kiowa, Kans., R. P. O., St. Joseph, Mo., and Caldwell, Kans., R. P. O., and Wellington and Caldwell, Kans., pouch service; and at South Haven, Kans., with Beaumont and Anthony, Kans., R. P. O.
18.80	23,462	12	24	July 1,1880	83	
16.29	20,395	12	17	July 1,1889	327	Connects Clarksburgh and Weston R. P. O. at Weston.
21.23	26,495	12	14	July 1,1889	217	Supplied by Portland and Island Pond R. P. O.'s.
15.59	19,456	12	40	July 1,1889	381	Connects at West Wareham with Boston and Wellfleet R. P. O.'s, New Bedford with Rochester and Boston, Providence, and New York R. P. O.
6.91	8,623	12	6	July 1,1888	156	
8.86	10,962	12	10	July 1,1889	100	
14.44	18,021	12	20	July 1,1889	301	White River Junction exchanges with Quechee, Taftsville, and Woodstock. Taftsville with Woodstock and Quechee, Woodstock with Quechee.
[1]4.35	10,858	24	[2]32	July 1,1889	846	[1] Balance of route (7.01 miles) covered by Thomaston and Long Island City R. P. O. (See Table A[s].) [2] Including sacks.
18.75	23,400	12	18	July 1,1889	34	
8.13	10,146	12	10	July 1,1889	54	East Bridgewater exchanges with Boston and Wellfleet R. P. O. and Boston.
12.46	15,550	12	18	July 1,1889	123	
14.28	17,821	12	18	July 1,1889	292	
21.04	39,387	18	28	July 1,1889	238	

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Willmar, Minn., and Sioux Falls, Dak.	10	26041	Willmar, Minn., Sioux Falls, Dak.	Willmar and Sioux Falls ...
Willow and Fruto, Cal.....	8	46069	Willow, Fruto, Cal.....	Southern Pacific R. R.....
Wilton Junction and Muscatine, Iowa.	6	27090	Wilton Junction, Muscatine, Iowa.	Chicago, Rock Island and Pacific.
Wilmington and Wrightsville, N. C.	3	13035	Wilmington, Wrightsville, N. C.	Wilmington Sea Coast.....
Wilmot and Milbank, Dak	10	35009	Milbank, Wilmot, Dak	Chi., Mil. and St. Paul .....
Winchester and North Woburn, Mass.	1	3018	Winchester, North Woburn, Mass.	Boston and Maine R. R. (Lowell System).
Windsor Beach (n. o.) and Rochester, N. Y.	2	6136	Windsor Beach, Rochester, N. Y.	Rome, Wat. and Ogdens ....
Winifrede Junction (n. o.) and Winifrede, W. Va.	3	12008	Winifrede Junction (n. o.), Winefrede, W. Va.	Winefrede.....
Winfield and Washington, Iowa.	6	[2]27035 (part)	Burlington, Washington, Iowa.	Burlington and Northwestern.
Winneconne and Rush Lake, Wis.	10	25007	Rush Lake, Winneconne, Wis.	Chi., Mil. and St. Paul .....
Winona Junction (n. o.) and La Crosse, Wis.	10	[2]25014 (part)	Winona, Minn., La Crosse, Wis.	Chicago and Northwestern.
Winston and Walnut Cove, N. C.	3	13040	Winston, Walnut Cove, N. C.	Roanoke and Southern.....
Winthrop Junction (n. o.) and Revere, Mass.	1	3079	Winthrop Junction (n. o.), Revere, Mass.	Boston, Revere Beach and Lynn R. R.
Wolfborough and Wolfborough Junction, N. H.	1	1015	Wolfborough Junction, Wolfborough, N. H.	Boston and Maine R. R.....
Woodbury and Penn's Grove, N. J.	2	7039	Woodbury, Penn's Grove, N. J.	Delaware River.....
Woodbury and Riddleton Junction, N. J.	2	7022	Woodbury, Riddleton Junction, N. J.	West Jersey.....
Woodman and Lancaster Junction (n. o.), Wis.	10	[1]25025 (part)	Galena, Ill., Woodman, Wis.	Chicago and Northwestern.

TABLE G8.—*Statement of errors in the distribution and forwarding of mails by post-offices during the fiscal year ended June 30, 1889.*

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.						Misdirected.						Errors checked—	
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Abbeville, S. C	3	4	40	58												2		
Aberdeen, Dak	2	10	49	99	3	2												
Abilene, Kans	2	7	340	616	7	1						1				1	257	7
Abingdon, Va		3	20	21														
Ada, Ohio	3	5	4	14														
Adrian, Mich	2	9	148	320	8							1					16	
Aiken, S. C	3	4	22	45														
Akron, Colo	3	7	1	1														
Akron, Ohio	1	5	289	838	4						11	1				2	633	267
Alameda, Cal	3	8	15	24													148	92
Alantic, Iowa	2	6	21	31	1							1						4
Albany, Ga	3	4	9	21	4		3		1								4	
Albany, N. Y	1	2	907	1,814	40						7	2				1	85	61
Albany, Oregon	3	8	88	129	3		1				3						876	325
Albion, Mich	2	9	15	27			1											1
Albuquerque, N. Mex	2	7	147	349													287	21
Alexandria, Va		3	75	127	6						4						26	15
Allegheny, Pa	1	2	403	591	9	1						1					35	111
Allentown, Pa	2	2	17	30	5												33	20
Alliance, Ohio	2	5	10	11	1													
Alma, Kans	3	7	29	47													37	8
Alpena, Mich	2	9	27	38	11							1					17	7
Alton, Ill	2	6	44	77	1													1
Altoona, Pa	2	2	228	428	13	17	2				1						45	144
Americus, Ga	3	4	2	13														
Amesbury, Mass	2	1	11	22														
Amherst, Mass	2	1	8	26	2												31	23
Amsterdam, N. Y	2	2	96	122							2					1	62	195
Anderson, Ind	3	5	15	48														
Anderson C. H., S. C	3	4	27	42													163	5
Annapolis, Md		3	71	109	5						7					1	338	147
Ann Arbor, Mich	2	9	121	226	1		3				4						186	45
Anniston, Ala	2	4	152	256	2	1					2	2					22	23
Ansonia, Conn	2	1	89	56	4						2	3					178	172
Anthony, Kans	2	7															22	8
Appleton, Wis	2	10	110	193	4													
Appleton City, Mo	3	7	38	92													481	27
Argentine, Kans	3	7	23	24	1				1		1						73	23
Arkansas City, Kans	2	7	34	54		2												
Armourdale, Kans	3	7	67	107	1						2						24	6
Asbury Park, N. J	2	2	62	99							2						83	167
Asheville, N. C		3	183	441								1					176	7
Ashland, Ky	3	5	12	16		1	1											
Ashland, Ohio	3	5	29	85							1						64	2
Ashland, Oregon	3	8	2	2														
Ashland, Wis	2	10	27	69								1						
Ashtabula, Ohio	2	5	87	209	2						2					1	954	31
Aspen, Colo	2	7	84	156							3						877	443
Astoria, Oregon	3	8	50	90	1												3	
Atchison, Kans	2	7	865	1,941	13	3					4						2,685	
Athens, Ga	2	4	138	216	2						1							
Athens, Ohio	3	5	2	2														
Athens, Tenn	4	5	144	323							3							
Atlanta, Ga	1	4	7,241	13,764		6					31					6	1	
Atlantic City, N. J	2	2	77	101							1						81	68
Attica, Ind	3	5	50	138							2						191	28
Attleborough, Mass	2	1	2	2														
Auburn, Cal	3	8	7	17							1							
Auburn, Me	2	1	28	59	1						1						6	30
Auburn, N. Y	2	2	222	305							1						297	285
Augusta, Ga	2	4	716	1,411	9						5	2				2	128	
Augusta, Me	1	1	419	1,375								2				7	76	7
Aurora, Ill	2	6	108	161							2						456	69
Aurora, Ind	3	5	12	12					1		1							

TABLE C[c].—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Woodstock and Blockton, Ala.	4	17028	Woodstock, Blockton, Ala.	Cahaba Coal Mining Co.
Woodville, Miss., and Bayou Sara, La.	11	30007	Bayou Sara, La., Woodville, Miss.	West Feliciana R. R.
Yarmouth Junction (n. o.) and Hyannis, Mass.	1	3048	Yarmouth Junction (n. o.), Hyannis, Mass.	Old Colony R. R.
Youngwood Station and United, Pa.	2	8151	Youngwood Station, United, Pa.	Pennsylvania.
Zoar Station and Bowerston, Ohio.	5	21080 (part)	Toledo, Bowerston, Ohio	Wheeling and Lake Erie
Zumbrota and Rochester, Minn.	10	26017	Rochester, Zumbrota, Minn.	Winona and St. Peter.

RECAPITULATION.

Division.	Number of route.	Miles of route.	Annual miles of service.	Number of pouches exchanged daily.
First	112	1,193.11	1,932,558	2,70
Second	220	2,665.49	4,076,618	4,424
Third	54	721.10	654,221	552
Fourth	71	1,279.30	1,137,624	515
Fifth	69	836.01	882,888	85
Sixth	79	1,466.26	1,237,376	950
Seventh	69	1,355.69	1,371,736	847
Eighth	74	2,169.90	1,805,004	970
Ninth	30	600.71	607,845	475
Tenth	98	3,414.33	2,788,333	1,531
Eleventh	48	1,569.30	1,674,018	519
Total	924	17,271.10	18,168,821	14,349
Total as per report for the fiscal year ended June 30, 1888	860	17,402.59	17,436,819	13,069
Increase	64	*131.49	732,002	1,281

* Decrease.

Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

ces.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.						Misdirected.						Errors checked—	
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No of sacks.	Against railway postal clerks.	Against post-offices.
, Vt.	2	1	42	130	...	...	...	...	...	...	2	...	...	...	...	...	149	276
	3	5	73	158	...	...	...	...	...	...	...	1	...	...	...	...	...	...
Colo.	3	7	17	39	...	...	...	...	...	...	2	...	...	...	...	...	67	35
nn.	1	1	371	552	19	...	...	...	...	...	4	1	...	...	...	...	293	293
...	2	2	19	20	...	...	...	...	...	...	...	...	...	...	...	...	20	7
	2	1	1	4	...	...	...	...	...	...	1	...	...	...	...	...	...	1
	3	5	48	72	...	...	...	...	...	...	1	...	...	...	...	...	...	...
	2	2	22	50	...	...	...	...	...	...	...	...	...	...	...	...	10	2
	2	1	153	255	1	...	...	...	...	...	...	...	...	...	...	...	170	124
	1	2	3,636	5,344	39	...	1	...	...	...	15	...	...	...	...	3	1,186	15,889
nn	3	6	18	90	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	2	4	78	148	10	...	...	...	...	...	2	1	...	...	...	...	49	...
	3	7	8	7	2	...	...	...	...	...	...	...	...	...	...	...	8	35
	3	5	20	79	...	...	...	...	...	...	1	...	...	...	...	...	...	...
	2	5	37	51	...	...	...	...	...	...	4	...	...	...	...	...	...	...
lo.	3	7	13	31	...	...	...	...	...	...	...	...	...	...	...	...	...	1
	1	2	954	1,802	61	2	1	...	...	...	11	14	...	...	...	11	230	907
ans.	3	7	17	18	2	...	...	...	...	...	...	...	...	...	...	...	13	4
va	1	3	122	196	1	...	1	...	...	...	2	...	...	...	...	...	82	8
ne.	3	7	4	4	...	...	...	...	...	...	...	...	...	...	...	...	35	14
	2	1	116	184	9	...	...	...	...	...	2	...	...	...	...	...	146	44
nt.	3	7	68	120	1	...	...	...	1	1	...	...	...	...	...	...	...	...
	2	10	49	78	...	...	...	...	...	...	1	...	...	...	...	...	...	...
	3	9	6	7	...	...	...	...	...	...	...	...	...	...	...	...	27	4
	3	5	25	197	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	2	6	38	91	2	...	...	...	...	...	...	...	...	...	...	...	171	...
	3	7	3	8	...	...	...	...	...	...	...	...	...	...	...	...	4	1
	3	7	24	32	...	...	1	...	...	...	...	...	...	...	...	...	327	1
lo	3	5	78	139	...	...	...	...	...	...	3	...	...	...	...	...	153	75
	2	2	50	68	...	...	...	...	...	...	1	...	...	...	...	...	70	21
	3	7	20	26	1	...	2	...	...	...	...	...	...	...	...	...	1	17
Ohio.	4	5	1	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...
N. Y.	2	2	17	30	...	...	...	...	...	...	...	...	...	...	...	...	29	64
lo.	3	7	51	106	...	...	...	...	...	...	...	...	...	...	...	...	17	9
	2	6	5	8	1	...	...	...	...	...	...	...	...	...	...	...	...	...
	3	4	15	45	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	3	7	5	14	...	...	...	...	...	...	...	...	...	...	...	...	124	54
	2	5	223	446	5	...	1	...	...	...	12	3	...	...	...	1	...	...
, Mo.	3	7	3	4	...	...	...	...	...	...	...	...	...	...	...	...	4	4
	3	5	15	16	...	...	1	...	...	...	...	...	...	...	...	...	42	51
	2	2	97	191	14	...	...	...	...	...	4	1	...	...	...	1	47	32
	3	7	22	29	1	...	...	...	...	...	...	1	...	...	...	...	...	...
ev.	3	8	13	20	...	...	...	...	...	...	...	...	...	...	...	...	28	8
a	3	4	9	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	3	7	62	85	3	...	...	...	...	...	...	...	...	...	...	...	398	212
	2	2	13	15	...	...	...	...	...	...	...	...	...	...	...	...	145	239
ans	3	7	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...
wa	2	6	15	42	2	...	...	...	...	...	...	...	...	...	...	...	...	...
Iowa	1	6	335	800	37	...	...	...	...	...	7	3	...	...	...	...	...	...
olo.	3	7	6	27	...	...	...	...	...	...	...	...	...	...	...	...	...	...
h, Pa.	2	2	87	141	8	...	...	...	...	...	5	...	...	...	...	...	248	47
	2	6	124	429	9	...	...	...	...	...	3	...	...	...	...	...	848	40
	3	7	39	80	...	...	...	...	...	...	1	...	...	...	...	...	277	17
	2	7	6	14	...	...	...	...	...	...	...	...	...	...	...	...	91	9
	1	4	1,314	2,396	9	...	...	...	1	2	8	...	...	...	1	...	335	101
Va.	...	3	28	46	...	...	...	...	...	...	...	...	...	...	...	...	85	39
V. Va.	...	3	26	34	...	...	1	...	...	...	2	...	...	...	...	...	...	...
	2	9	70	180	...	...	...	...	...	...	...	...	...	...	...	...	352	53
	...	3	436	802	3	...	...	...	1	...	3	...	...	...	...	1	221	56
Va.	...	3	227	547	5	...	...	...	...	...	...	1	...	...	...	...	632	63
Penn.	1	5	1,218	2,502	38	3	...	...	...	...	15	...	...	...	...	4	1,789	1,360
ch.	3	9	64	139	2	1	...	...	...	...	...	...	...	...	...	...	...	...
ans.	3	7	12	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	2	2	253	324	8	2	...	...	...	...	2	...	...	...	...	...	1,547	1,210
	3	4	23	62	...	...	...	...	...	...	...	...	...	...	...	...	...	...

TABLE G[s].—*Statement of errors in the distribution and forwarding of mails, etc.*—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.						Misdirected.						Errors checked—	
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Chetopa, Kans	3	7	38	102	1													
Cheyenne, Wyo	2	6	148	281	2	1											397	68
Chicago, Ill	1	6	15,210	25,532	48						47							
Chico, Cal	3	8	3	7	1													
Chillicothe, Mo	3	7	24	46	4	1	1					2						
Chillicothe, Ohio	2	5	113	159	1						1	1				1	52	43
Chippewa Falls, Wis	2	10	11	16								1						
Christiansburgh, Va		3															4	
Cimarron, Kans	3	7	19	78														
Cincinnati, Ohio	1	5	5,582	9,330	106	11	2			4	125					18	14,558	9,415
Clarksburgh, W. Va		3	32	45													145	129
Clarksville, Mo	3	7	1	3														
Clarksville, Tenn	2	5	40	66							2					2		
Clay Centre, Kans	2	7	108	248	1												228	84
Cleveland, Ohio	1	5	2,214	3,681	35						23	2				4	1,755	70
Cleveland, Tenn	3	5	54	105							1							
Clinton, Iowa	2	6	92	180	2							1						
Clinton, Mass	2	1	15	28													6	7
Clinton, Mo	3	7	43	64	3		9											
Coffeyville, Kans	3	7	28	40		1											33	9
Cohoes, N. Y	2	2	65	78		1					1						114	216
Colby, Kans	3	7	17	19	1	1												
Coldwater, Kans	3	7															12	
Coldwater, Mich	2	9	181	278	2						1					1	1,462	9
Colfax, Wash	3	8	19	32							2							
Colorado Springs, Colo	2	7	974	2,288	29	1	3				5	1					2,683	162
Colton, Cal	3	8	54	73														
Columbia, Mo	2	7	29	35		1						1					13	
Columbia, Pa		2																
Columbia, S. C	2	4	54	131	1												307	121
Columbia, Tenn	3	5	75	142					1		3						254	
Columbus, Ga	2	4	692	1,211	11					1	2	1				6	877	73
Columbus, Ind	2	5	66	100							1						12	
Columbus, Kans	3	7	153	283					1								372	48
Columbus, Miss	3	4	154	356	2	5											138	72
Columbus, Ohio	1	5	1,166	2,511	24		1		1	1	20					6	837	328
Colusa, Cal	3	8	9	24		1											41	27
Concord, N. C		3	33	116	1		1				2						216	36
Concord, N. H	2	1	31	59	1						1						75	1
Concordia, Kans	3	7	14	18														
Connersville, Ind	3	5	56	104							2						3	1
Coolidge, Kans	3	7	24	56													106	6
Corinth, Miss	3	4	36	97														
Corning, N. Y	2	2	42	86								1					22	4
Corry, Pa	2	2	81	125	1		2				2						93	10
Cortland, N. Y	2	2	86	137												1	9	
Corvallis, Oregon	3	8	43	79							1						31	19
Cottonwood Falls, Kans	3	7	1	1													4	2
Council Bluffs, Iowa	1	6	200	309	14												275	203
Council Grove, Kans	3	7	2	2													8	4
Covington, Ind	3	5	25	51														
Covington, Ky	2	5	231	374	6						3	4					155	111
Crawfordsville, Ind	2	5	63	95	2													
Creston, Iowa	2	6	274	821	2							6				2	969	197
Culpeper, Va		3	7	28	1		2										42	6
Cumberland, Md		3	18	25	2						1						238	53
Cumberland, Ohio	4	5	16	22		1											72	57
Cuyahoga Falls, Ohio	3	5	16	29														
Cynthiana, Ky	3	5	24	28							1							
Dallas, Tex	1	11	1,356	3,506	9	3	1		4	2	3	1				1	624	287
Dalton, Ga	3	4	54	125														
Danbury, Conn	2	1	4	28													1	
Danville, Ill	2	6	43	78							1	1					483	117
Danville, Ind	3	5	91	335							2	2				1		
Danville, Ky	3	5	32	41							1							

: G8.—*Statement of errors in the distribution and forwarding of mails, etc.*—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.						Misdirected.						Errors checked—	
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
lle, Pa	2	2	27	30							3						48	28
lle, Va		3	273	535	6	3	2			1	7					1	98	24
lle, N. Y	2	2	10	13													27	20
igton, S. C	3	4	18	22														
port, Iowa	2	6	243	639	11						8	1				1	10	
n, Ohio	1	5	724	1,426	6	1				1	9	2				2	245	214
n, Tenn	3	5	17	23														
ur, Ala	2	4	90	333	7													
ur, Ill	2	6	149	285	8	1					2	1					963	568
ah, Iowa	2	6	40	128													214	
ice, Ohio	2	5	34	63		1					1							
nd, Fla	3	4	14	57												2		
'are, Ohio	2	5	38	79							1							
ig, N. Mex	3	7	5	5													636	165
on, Tex	2	11	57	126							3						206	49
r, Colo	1	7	3,958	7,252	96	18				7	18	5				7	1,625	1,583
loines, Iowa	1	6	1,069	3,317	53					5	23	6				7	76	
te, Mo	3	7	1	12														
it, Mich	1	9	1,804	3,123	48	4				4	10	2				4	144	35
, Cal	3	8	5	7							3							
, Ill	2	6	45	108	3						1	3					13	
City, Kans	2	7	69	105	1	1											127	87
's, Kans	3	7															14	1
en, Ohio	4	5			5													
que, Iowa	1	6	349	642	12						3	11					379	211
h, Minn	1	10	387	917	1						3							
irk, N. Y	2	2	56	67													68	42
go, Colo	3	7	10	15													29	15
it, Miss		4						1										
m, N. C		3	27	52													133	77
Las Vegas, N. Mex	3	7	41	223												1		
Liverpool, Ohio	2	5	60	114							3							
a, Pa	2	2	34	60		2						1					30	49
Orange, N. J	2	2	10	13			1										139	190
Portland, Oregon	3	8	111	186							1						167	14
Saginaw, Mich	2	9	332	689	6		10				1						30	
, Ohio	3	5	1	22														
Rapids, Mich	3	9	21	37													41	14
laire, Wis	2	10	86	113							2						137	430
, Mo	3	7	2	3													27	13
rado, Kans	3	7	30	58	2												195	83
Ill	2	6	638	1,276	1						5							
seth, N. J	2	2	39	48												1	226	106
seth City, N. C		3	8	9														8
rt, Ind	2	5	157	439	2						9	1				1		
burgh, Wash	3	8	31	53							2							
tt City, Md		3	4	8													15	29
Kans	3	7	5	6			1										10	
orth, Kans	3	7	5	5														
a, N. Y	1	2	153	284	5	1				1	3						54	25
so, Tex	2	11	51	70							1						270	117
, Ohio	2	5	40	89							1						449	59
tsburgh, Md		3	1	1														
ria, Kans	2	7	62	101		1						1					524	351
wood, Ills	2	6	443	711	15						2	1					1,574	635
Kans	3	7	1	1													14	1
Pa	1	2	246	456	8	1	3				2						2,155	185
aba, Mich	2	10																
ie City, Oregon	2	8	222	354	10						1						352	127
a, Cal	3	8	23	39								1						
a, Kans	3	7	16	17	1													
a, Nev	3	8	4	6								1						
ton, Ill	2	6	54	64	1						1						143	18
rville, Ind	1	5	349	530	5						2					1	106	33
ont, W. Va		2	5	7							1						10	

TABLE G8.—*Statement of errors in the distribution and forwarding of mails, etc.*—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.						Misdirected.						Errors checked—	
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Fall River, Mass	2	1	29	39	..	..	..	..	..	..	3	..	..	..	..	..	31	6
Fargo, Dak	2	10	90	264	7	2	..	2	..	..	..	..	..	..	..	1	14	16
Faribault, Minn	2	10	11	18	..	..	..	..	..	..	..	..	..	..	..	..	165	39
Farmville, Va	..	3	12	14	..	1	..	..	..	..	1	1	..	..	..	..	..	..
Fayetteville, N. C	..	3	28	43	..	..	..	..	..	..	..	..	..	..	..	..	277	120
Fernandina, Fla	3	4	107	148	..	..	..	..	..	..	2	..	..	..	..	..	8	1
Fitchburg, Mass	2	1	33	65	3	..	..	..	..	..	..	..	..	..	..	1	75	96
Findlay, Ohio	2	5	122	372	6	2	..	..	..	..	2	2	..	..	..	..	..	..
Flint, Mich	2	9	63	99	1	..	..	..	..	..	..	..	..	..	..	..	88	7
Florence, Ala	3	4	25	89	1	..	..	..	..	..	2	..	..	..	..	..	..	..
Florence, Kans	3	7	7	24	..	1	12	..	..	..	..	..	..	..	..	..	66	13
Florence, S. C	3	4	75	155	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Flushing, N. Y	2	2	7	7	..	..	..	..	..	..	..	..	..	..	..	..	59	135
Fond du Lac, Wis	2	10	13	28	..	..	..	..	..	..	1	..	..	..	..	1	..	..
Fort Collins, Colo	3	7	4	4	..	..	..	..	..	..	..	..	..	..	..	..	29	65
Fort Dodge, Iowa	2	6	41	104	1	..	..	..	..	..	..	..	..	..	..	..	..	..
Fort Gratiot, Mich	3	9	2	17	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Fort Leavenworth, Kans	3	7	17	29	..	..	..	..	..	..	4	..	..	..	..	..	..	..
Fort Madison, Iowa	2	6	71	145	3	1	..	..	..	..	1	..	..	..	..	..	107	1
Fort Plain, N. Y	2	2	..	..	2	2	..	..	..	..	..	..	..	..	..	..	..	..
Fort Scott, Kans	2	7	122	217	2	..	1	..	1	1	2	1	..	..	1	..	484	57
Fort Smith, Ark	2	11	248	308	2	..	..	..	..	..	..	..	..	..	..	..	1,177	108
Fort Valley, Ga	..	4	12	342	..	..	..	..	..	..	2	..	..	..	..	..	..	..
Fort Wayne, Ind	1	5	207	505	5	..	..	..	..	..	3	1	..	..	..	..	47	..
Fort Worth, Tex	2	11	255	650	4	1	1	..	..	2	3	1	..	..	..	1	666	44
Fortress Monroe, Va	..	3	16	52	1	..	..	..	..	..	..	..	..	..	..	..	..	11
Fostoria, Ohio	2	5	86	143	3	..	..	..	..	..	4	1	..	..	..	..	..	3
Frankfort, Ind	3	5	9	14	..	..	..	..	..	..	1	..	..	..	..	..	32	..
Frankfort, Kans	3	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..
Frankfort, Ky	2	5	180	314	2	..	..	..	..	..	3	..	..	..	..	..	..	..
Franklin, Ind	3	5	13	29	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Franklin, Ky	3	5	61	105	..	..	..	..	..	..	..	2	..	..	..	1	2	..
Franklin, Ohio	3	5	13	21	..	..	..	..	..	..	1	..	..	..	..	..	..	..
Franklin, Pa	2	2	208	403	1	..	..	..	..	..	..	..	..	..	..	..	508	233
Franklin, Tenn	3	5	111	185	1	1	..	..	..	..	9	..	..	..	..	..	1,095	291
Frederick, Md	..	3	26	72	2	..	..	..	..	..	1	1	..	..	..	..	12	10
Fredericksburgh, Md	..	3	68	83	2	..	..	..	..	..	..	..	..	..	..	..	64	1
Fredonia, Kans	3	7	14	23	..	..	..	..	..	..	..	..	..	..	..	..	117	14
Fredonia, N. Y	2	2	85	116	..	..	..	..	..	..	1	..	..	..	..	..	172	25
Freeport, Ill	2	6	10	25	..	..	..	..	..	..	..	..	..	..	..	..	95	25
Fremont, Nebr	2	6	45	100	..	..	..	..	..	..	1	..	..	..	..	1	15	5
Fremont, Ohio	2	5	56	159	..	..	..	..	..	..	5	..	..	..	..	..	..	..
Fresno, Cal	2	8	35	45	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Frostburgh, Md	..	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11	3
Fulton, Mo	3	7	6	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Fulton, N. Y	2	2	4	5	1	..	..	..	..	..	..	..	..	..	..	..	1	..
Gadsden, Ala	3	4	91	337	..	..	..	..	..	..	..	2	..	..	..	..	511	68
Gainesville, Fla	3	4	74	171	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Gainesville, Ga	3	4	31	82	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Gainesville, Tex	2	11	365	937	1	..	..	..	..	..	1	..	..	..	..	2	272	19
Galena, Kans	3	7	20	25	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Galesburgh, Ill	2	6	131	288	1	..	..	..	..	..	8	1	..	..	..	2	..	..
Galion, Ohio	3	5	12	30	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Gallatin, Mo	3	7	6	7	..	1	..	..	..	..	..	..	..	..	..	..	..	..
Gallatin, Tenn	3	5	18	41	..	..	..	..	..	..	1	..	..	..	..	..	..	..
Gallipolis, Ohio	3	5	29	30	1	..	..	..	..	..	..	..	..	..	..	..	..	..
Galveston, Tex	1	11	1,283	2,638	32	..	..	..	..	..	9	1	..	..	..	3	1,577	987
Garden City, Kans	2	7	189	320	1	1	..	..	..	..	..	..	..	..	..	..	301	38
Gardiner, Me	2	1	34	52	..	..	..	..	..	..	..	..	..	..	..	..	6	7
Garnett, Kans	3	7	11	13	..	..	..	..	..	..	..	..	..	..	..	..	55	7
Garrett, Ind	3	5	19	28	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Geneva, N. Y	2	2	142	224	..	..	..	..	..	..	5	1	..	..	..	..	412	112
Geneva, Ohio	3	9	42	83	1	..	..	..	..	..	4	..	..	..	..	..	745	60
Geneva, Ohio	3	5	57	92	..	..	..	..	..	..	2	..	..	..	..	..	..	..
Georgetown, Colo	3	7	8	16	1	..	..	..	..	..	..	..	..	..	..	..	102	147

Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

ces.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.						Misdirected.						Errors checked—	
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
.....	2	5	61	79	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
C	3	4	193	342	6	1	...	...	...	...	...	3	2	...	...	...	.....	.....
.....	3	7	39	90	...	...	...	...	...	...	...	...	...	...	...	...	176	8
.....	3	5	22	30	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
.....	3	7	12	20	...	1	...	...	...	...	...	...	...	...	...	...	13	7
.....	3	3	3	5	...	...	...	...	...	...	...	...	...	...	...	...	36	3
Y	2	2	23	41	...	2	...	...	...	...	...	...	...	...	...	...	20	5
ıga, Colo	3	7	10	36	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
ıss	2	1	35	55	2	...	5	...	...	...	...	...	...	...	...	...	502	128
Y	2	2	61	89	...	...	...	...	...	...	...	...	...	...	...	...	129	129
.....	3	7	22	91	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
N.C	3	3	53	64	...	...	...	...	...	...	...	...	...	...	...	...	38	1
.....	4	5	7	24	3	...	...	...	...	...	...	...	...	...	...	...	.....	.....
a	3	3	14	24	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
.....	2	5	28	46	...	...	...	...	...	...	1	...	...	...	...	...	.....	.....
.....	3	3	4	11	...	...	...	...	...	...	...	...	...	...	...	...	11	28
)ak	2	10	190	404	14	...	1	...	...	...	3	3	...	...	...	...	.....	.....
Mich	3	9	13	19	...	...	...	...	...	...	...	...	...	...	...	...	40	19
Nebr	2	6	24	27	...	...	...	...	...	...	...	...	...	...	...	...	36	29
n, Colo	3	7	14	30	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
Mich	1	9	711	1,461	9	...	...	...	...	...	8	4	...	...	...	1	441	167
Cal	3	8	9	21	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
ans	3	7	11	12	11	...	...	...	...	...	...	...	...	...	...	...	2	.....
.....	2	7	49	60	2	...	...	...	...	...	1	...	...	...	...	...	150	55
s	2	10	33	52	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
.....	3	5	57	151	...	...	...	...	...	...	1	...	...	...	...	1	.....	.....
se	2	1	28	55	4	...	...	...	...	...	...	...	...	...	...	2	45	21
o	3	5	56	174	...	...	...	...	...	...	2	...	...	...	...	...	.....	.....
, N.C	3	3	128	186	3	...	...	...	...	...	2	...	...	...	...	...	2	.....
nd	3	5	201	444	1	...	...	...	...	...	2	...	...	...	...	...	.....	.....
Kans	3	7	3	3	...	...	...	...	...	...	...	...	...	...	...	...	17	.....
Pa	2	2	1	1	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
.....	3	4	3	3	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
ch	3	9	2	33	...	...	...	...	...	...	...	...	...	...	...	...	3	1
as	3	4	292	996	2	1	...	...	...	...	...	...	...	...	...	...	146	44
o	3	5	55	94	...	...	...	...	...	...	1	1	...	...	...	...	.....	.....
.....	2	4	149	282	6	2	...	...	...	1	2	...	...	...	...	...	505	49
.....	3	4	3	5	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
.....	3	4	105	184	3	...	...	...	...	...	...	...	...	...	...	...	5	.....
.....	3	7	3	4	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
ld	3	3	190	317	...	...	...	...	...	...	2	1	...	...	...	...	754	255
.....	3	7	1	7	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
.....	3	7	8	10	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
.....	2	5	175	275	1	1	...	...	...	...	5	1	...	...	...	...	476	338
.....	3	5	12	26	1	...	...	...	...	...	3	...	...	...	...	...	.....	.....
.....	3	3	44	56	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
.....	2	7	144	364	3	...	...	...	...	...	...	...	...	...	...	...	25	258
.....	3	8	18	33	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
.....	3	5	8	22	...	...	...	...	...	...	...	...	...	...	...	...	184	.....
.....	1	2	221	298	25	...	...	...	...	...	3	4	...	...	...	...	354	201
, Va	3	3	39	63	...	...	...	...	...	...	...	...	...	...	...	...	61	98
Mo	3	7	36	61	...	...	...	...	...	...	...	...	...	...	...	...	165	64
.....	3	7	3	6	...	...	...	...	...	...	...	...	...	...	...	...	23	28
Ky	3	5	55	111	...	...	...	...	...	...	1	...	...	...	...	...	.....	.....
.....	1	1	669	1,222	21	...	4	...	...	...	7	...	...	...	...	1	1,325	2,137
.....	3	9	1	4	...	...	...	...	...	...	...	...	...	...	...	...	315	31
.....	2	6	130	252	1	...	...	...	...	...	3	1	...	...	...	2	356	14
, Md	3	3	2	2	...	...	...	...	...	...	...	...	...	...	...	...	1	.....
a	2	1	97	119	4	...	...	...	...	...	1	...	...	...	...	...	205	291
Ga	3	4	.....	.....	1	...	...	...	...	...	...	...	...	...	...	...	.....	.....
ns	3	7	7	8	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
.....	2	2	4	6	4	2	...	...	...	...	...	1	...	...	...	...	43	7
Cal	3	8	2	6	...	...	...	...	...	...	...	...	...	...	...	...	25	18
.....	2	10	23	24	...	...	3	...	...	...	...	...	...	...	...	...	.....	.....
.....	2	5	37	43	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....

TABLE G8.—*Statement of errors in the distribution and forwarding of mails, etc.*—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.						Misdirected.						Errors checked—	
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Austin, Tex	2	11	434	826	2	1	...	...	1	...	1	...	...	...	...	...	805	392
Baker City, Oregon	3	8	38	48	...	...	...	...	...	...	1	...	...	...	...	...	...	...
Bakersfield, Cal	3	8	12	25	1	...	...	...	...	...	...	...	...	...	...	...	...	...
Baldwin, Kans	3	7	2	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Baltimore, Md	1	3	1,694	2,490	33	...	...	...	...	1	8	1	...	...	...	2	96	122
Bangor, Me	1	1	84	139	2	...	...	...	...	...	3	...	...	...	...	3	5	24
Barnesville, Ga	3	4	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Barnesville, Ohio	3	5	15	41	...	...	...	...	...	...	1	...	...	...	...	...	...	9
Bartow, Fla	3	4	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Batavia, Ill	2	6	20	49	...	...	...	...	...	...	...	...	...	...	...	...	169	40
Batavia, N. Y	2	2	64	88	1	2	...	...	...	...	...	...	...	...	...	...	67	27
Batavia, Ohio	3	5	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bath, Me	2	1	51	75	1	...	...	...	...	...	...	...	...	...	...	...	71	83
Bath, N. Y	2	2	21	29	...	...	...	...	...	...	...	...	...	...	...	...	65	57
Baton Rouge, La	3	4	256	502	15	...	...	...	...	...	...	...	...	...	...	...	...	...
Battle Creek, Mich	2	9	50	83	...	...	9	...	...	1	3	...	...	...	...	...	14	...
Bay City, Mich	2	9	120	209	5	1	...	...	...	...	...	...	...	...	...	...	148	26
Beatrice, Nebr	2	6	77	228	1	...	1	...	...	3	...	2	...	...	...	2	27	8
Beaufort, S. C	3	4	5	101	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Beaver Falls, Pa	2	2	28	35	...	...	...	...	...	...	...	...	...	...	...	...	29	16
Bedford, Ind	3	5	13	21	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bel Air, Md	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bellaire, Ohio	2	5	22	27	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bellefontaine, Ohio	3	5	28	40	...	1	...	...	...	...	1	...	...	...	...	...	73	5
Bellefonte, Pa	2	2	9	18	...	1	...	...	...	...	...	...	...	...	...	...	10	7
Belleville, Ill	2	6	47	105	...	...	...	...	...	...	...	1	...	...	...	...	135	1
Belleville, Kans	3	7	55	112	...	3	1	...	...	...	...	1	...	...	...	...	...	...
Bellevue, Ohio	3	5	24	41	1	...	...	...	...	...	1	...	...	...	...	...	422	18
Beloit, Kans	3	7	14	17	...	...	...	...	...	...	...	...	...	...	...	...	128	19
Beloit, Wis	2	10	27	56	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bellows Falls, Vt	2	1	4	4	...	...	...	...	...	...	...	...	...	...	...	...	1	1
Benicia, Cal	3	8	2	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bennington, Vt	2	1	10	13	1	1	...	...	...	...	2	...	...	...	...	...	50	32
Benton Harbor, Mich	3	9	8	34	...	...	...	...	...	...	2	...	...	...	...	...	...	...
Berea, Ohio	3	5	33	62	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Berkeley, Cal	3	8	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Berryville, Va	...	3	108	357	1	...	...	...	...	...	...	...	...	...	...	...	44	4
Bethany, Mo	3	7	5	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bethlehem, Pa	2	2	13	21	5	1	...	...	...	...	1	1	...	...	...	...	106	69
Beverly, Mass	2	1	120	273	3	...	1	...	...	...	1	...	...	...	...	...	384	478
Biddeford, Me	2	1	65	87	2	...	...	...	...	...	1	...	...	...	...	...	159	44
Big Rapids, Mich	2	9	31	80	1	...	...	...	...	...	...	...	...	...	...	...	...	3
Biloxi, Miss	3	4	2	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Binghamton, N. Y	1	2	163	280	5	...	...	1	...	...	6	...	...	...	...	...	29	2
Bird City, Kans	3	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...
Birmingham, Ala	1	4	2,830	5,897	6	...	...	...	...	...	7	3	...	...	...	3	5,336	29
Birmingham, Conn	2	1	31	40	...	...	...	...	...	...	...	...	...	...	...	...	92	79
Bismarck, Dak	2	10	3	12	...	...	...	...	...	...	1	1	...	...	...	...	63	16
Black Hawk, Colo	3	7	3	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Blanchester, Ohio	4	5	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Blocksburgh, S. C	...	4	13	22	8	...	...	...	...	...	...	...	...	...	...	...	...	...
Bloomfield, Ind	4	5	5	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bloomington, Ill	2	6	504	1,716	19	...	1	...	...	...	12	2	...	...	...	4	...	...
Bloomington, Ind	3	5	43	163	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bluff City, Tenn	4	5	44	55	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bluffton, Ind	3	5	3	3	...	...	...	...	...	...	1	...	...	...	...	...	...	...
Boisé City, Idaho	3	8	47	124	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bolivar, Ohio	4	5	4	5	...	...	...	...	...	...	...	...	...	...	...	...	4	1
Boonville, Mo	3	7	31	75	...	...	1	...	...	...	...	...	...	...	...	...	...	...
Boston, Mass	1	1	10,785	18,285	209	13	2	1	...	2	101	1	...	...	...	16	1,176	2,033
Boulder, Colo	3	7	46	86	...	...	...	...	...	...	...	...	...	...	...	...	351	155
Bowling Green, Ky	2	5	34	45	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bowling Green, Mo	3	7	3	1	1	1	...	...	...	...	...	...	...	...	...	...	66	34
Bowling Green, Ohio	3	5	21	51	...	...	...	...	...	...	1	...	...	...	...	...	...	...
Bradford, Pa	2	2	297	447	16	4	...	...	...	...	2	6	...	...	...	...	354	351

ls.—*Statement of errors in the distribution and forwarding of mails, etc.*—Cont'd.

ost-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.						Misdirected.						Errors checked—	
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
e, Ill	2	6	18	69							2						33	1
City, Kans	2	7	1,359	2,563	17						9	2					3,432	1,770
City, Mo	1	7	12,510	25,366	244	12	28		1	7	74	7				19	16,243	10,680
, Nebr	2	6	20	25														
, H	2	1	24	32	1							1					9	10
Ohio	2	5	31	53							1	1						
Iowa	2	6	77	184	2							1						
st, Fla	2	4	194	322	4						2						18	4
, Kans	3	7	4	14														
, N. Y	2	2	5	5		1											10	7
, N. C	3	3	10	12													109	27
Kans	3	7	16	18														
Kans	3	7	1	1														
, Mo	3	7	35	61	1												53	6
d, Mo	3	7															19	6
Kans	3	7															72	
ee, Fla	3	4	4	9														
own, Ind	3	5	26	58							1						6	
e, Tenn	1	5	853	1,870	4		4				15						35	
Ind	3	5	84	148							4						4	4
o, Miss	3	4	16	33														
e, Wis	2	10	29	71							2	1						
e, Kans	3	7	2	4														
tte, Ind	2	5	164	792	1		1				4	1				2	45	
, Colo	3	7	1	1														
olo	3	7	11	29													22	
lo	3	7	62	104													298	16
r, Ky	3	5	21	37														
r, Ohio	2	5	27	54	3												2	2
r, Pa	2	2	227	507	4	1					1						61	197
t, Colo	3	7	5	7													45	34
Mich	2	9	98	359	3	1										3	6	
Mich	3	9	4	7														
, Ind	2	5	91	220	1	1	1				4							
Wyo	2	6	24	78														
Kans	2	7	22	38														
Ill	2	6	7	9														
nas, Colo	3	7	1	1														
as, N. Mex	3	7	318	614	7	1	6				8					1	2,865	147
e, Kans	2	7	750	1,670	1						6						350	149
e, Mass	2	1	47	78	1				1		1						1	101
eburgh, Ind	3	5	123	253	2	2	1					1					138	14
s, Colo	2	7	394	715	6	8		1	1		6						2,431	1,726
orth, Kans	2	7	1,002	2,206	3	1		2			11	1				2	30	
, Ky	3	5	17	18													12	18
, Ohio	3	5	118	251							12						287	69
, Pa	2	2	107	296							1						441	51
gh, Fla	3	4			1													
gh, Va		3	6	8							2							
, Ohio	4	5	5	14														
, Iowa	2	6	14	73	1							1						
ans	3	7	3	2			1											
N. Y	2	2	25	130							4					2	66	17
, Me	2	1	30	75	2											3	21	165
n, Ky	2	5	300	501	1	1			1			1				1	36	
n, Mo	3	7	16	22													50	6
n, Va		3	63	90	2						2							23
Ind	3	5	31	60														
Mo	3	7	21	70		1											54	29
Va		3	227	292	6												731	161
io	2	5	67	102													5	
Ill	2	6																
Nebr	1	6	442	1,078	7	2	1				5					4	791	260
g, Kans	3	7	1	2													6	2
lls, N. Y	2	2	59	114	1												63	
ck, Ark	2	11	623	1,489	6	2	2			3	1	1			1		259	43

TABLE G[s].—*Statement of errors in the distribution and forwarding of mails, etc.*—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.						Misdirected.						Errors checked—	
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Chetopa, Kans	3	7	38	102	1													
Cheyenne, Wyo	2	6	148	281	2	1											397	69
Chicago, Ill	1	6	15, 210	25, 532	48						47							
Chico, Cal	3	8	3	7	1													
Chillicothe, Mo	3	7	24	46	4	1	1					2						
Chillicothe, Ohio	2	5	113	159	1						1	1				1	52	43
Chippewa Falls, Wis	2	10	11	16								1						
Christiansburgh, Va		3															4	
Cimarron, Kans	3	7	19	78														
Cincinnati, Ohio	1	5	5, 582	9, 330	106	11	2			4	125					18	14, 558	9, 415
Clarksburgh, W. Va		3	32	45													145	129
Clarksville, Mo	3	7	1	3														
Clarksville, Tenn	2	5	40	66							2					2		
Clay Centre, Kans	2	7	108	243	1												226	84
Cleveland, Ohio	1	5	2, 214	3, 681	35						23	2				4	1, 755	70
Cleveland, Tenn	3	5	54	105							1							
Clinton, Iowa	2	6	92	180	2							1						
Clinton, Mass	2	1	15	28													6	7
Clinton, Mo	3	7	43	64	3		9											
Coffeyville, Kans	3	7	28	40		1											33	9
Cohoes, N. Y	2	2	65	76		1					1						114	216
Colby, Kans	3	7	17	19	1	1												
Coldwater, Kans	3	7															12	
Coldwater, Mich	2	9	181	278	2						1					1	1, 462	9
Colfax, Wash	3	8	19	32							2							
Colorado Springs, Colo	2	7	974	2, 288	29	1	3				5	1					2, 682	142
Colton, Cal	3	8	54	73														
Columbia, Mo	2	7	29	35		1						1					18	
Columbia, Pa	2	2																
Columbia, S. C	2	4	54	131	1												307	121
Columbia, Tenn	3	5	75	142					1		3						254	
Columbus, Ga	2	4	692	1, 211	11					1	2	1				6	877	73
Columbus, Ind	2	5	66	100							1						12	
Columbus, Kans	3	7	153	283						1							372	48
Columbus, Miss	3	4	154	356	2	5											138	72
Columbus, Ohio	1	5	1, 166	2, 511	24		1		1	1	20					6	837	328
Colusa, Cal	3	8	9	24		1											41	27
Concord, N. C		3	33	116	1		1				2						216	30
Concord, N. H	2	1	31	59	1						1						75	1
Concordia, Kans	3	7	14	18														
Connersville, Ind	3	5	56	104							2						3	1
Coolidge, Kans	3	7	24	56													108	6
Corinth, Miss	3	4	36	97														
Corning, N. Y	2	2	42	86								1					22	4
Corry, Pa	2	2	81	125	1		2				2						93	10
Cortland, N. Y	2	2	86	137												1	9	
Corvallis, Oregon	3	8	43	79							1						31	19
Cottonwood Falls, Kans	3	7	1	1													4	2
Council Bluffs, Iowa	1	6	200	309	14												275	262
Council Grove, Kans	3	7	2	2													8	4
Covington, Ind	3	5	25	51														
Covington, Ky	2	5	231	374	6						3	4					156	111
Crawfordsville, Ind	2	5	63	95	2													
Creston, Iowa	2	6	274	821	2							6				2	969	107
Culpeper, Va		3	7	28	1		2										41	6
Cumberland, Md		3	18	25	2						1						338	83
Cumberland, Ohio	4	5	10	22		1											72	57
Cuyahoga Falls, Ohio	3	5	16	29														
Cynthiana, Ky	3	5	24	28							1							
Dallas, Tex	1	11	1, 356	3, 506	9	3	1		4	2	3	1				1	624	287
Dalton, Ga	3	4	54	125														
Danbury, Conn	2	1	4	28													1	
Danville, Ill	2	6	43	78							1	1					482	117
Danville, Ind	3	5	91	335							2	2				1		
Danville, Ky	3	5	32	41							1							

TABLE G[4].—*Statement of errors in the distribution and forwarding of mails, etc.*—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.						Misdirected.						Errors checked—	
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Michigan City, Ind	2	5	10	12	3						2							
Middleborough, Mass	2	1	4	15							1						7	7
Middleton, Conn	2	1	68	113	1						1	1					51	3
Middletown, N. Y	2	2	32	58							1					3	1	85
Middletown, Ohio	2	5	102	248	5						2	1					604	81
Milford, Mass	2	1	17	82	2							1						
Millersburgh, Ohio	3	5	7	17							1							
Milwaukee, Wis	1	10	2,097	3,458	22					1	30	1				2		
Minneapolis, Kans	3	7	7	10	2												46	28
Minneapolis, Minn	1	10	2,179	5,087	42	4				5	42	1				14		
Mitchell, Dak	2	10	37	115	2						1						92	128
Moberly, Mo	2	7	40	59	2		2				2							
Mobile, Ala	1	4	493	771	10						6						2	53
Modesto, Cal	3	8	5	11	1		4											
Moline, Ill	2	6	19	39													106	31
Monmouth, Ill	2	6	50	175	2	1					2							
Monroe, Mich	3	9	84	193	2						1					1	884	185
Montclair, N. J	2	2	2	3														
Monterey, Cal	3	8	7	13													13	14
Monte Vista, Colo	3	7	35	65	1												91	
Montgomery, Ala	2	4	527	1,109	2					1	2					1	380	28
Montgomery City, Mo	3	7	29	51													244	1
Montpelier, Vt	2	1	41	81	2						2						101	61
Montrose, Colo	3	7	24	25			1		4									
Morgantown, W. Va		3																
Morristown, N. J	2	2	10	10		1					1						83	17
Morristown, Tenn	3	5	29	46							2	1						
Mound City, Kans	3	7	11	33	1												23	5
Moundsville, W. Va		3	6	13	1												34	17
Mount Gilead, Ohio	3	5	13	21													22	4
Mount Pleasant, Iowa	2	6	141	221		1						1					110	13
Mount Sterling, Ky	3	5	30	44														
Mount Vernon, N. Y	2	2	20	34	1												364	2,753
Mount Vernon, Ohio	2	5	49	114							4						437	144
Muncie, Ind	2	5	51	69							1							
Muscatine, Iowa	2	6	68	136							1							
Muskegon, Mich	2	9	25	61		1											132	29
Napa City, Cal	2	8	16	23													80	40
Nashville, Tenn	1	5	2,824	5,333	6	3				2	15	1				4	724	553
Nashua, N. H	2	1	17	19	3						1	1					13	8
Natchez, Miss	2	4	80	127	1						1							
Natick, Mass	2	1															1	1
National City, Cal	3	8	52	98												1		
Nat'l Military Home, Ohio	3	5	12	17														
National Stock Yards, Ill	2	6	59	260	1												35	
Nebraska City, Nebr	2	6	98	290	1						3	4					100	18
Nelsonville, Ohio	3	5	17	49														
Neodesha, Kans	3	7	21	52	4												41	2
Neosho, Mo	3	7	17	28													247	9
Nevada, Mo	2	7	127	241			2				1						91	36
Nevada City, Cal	3	8	35	98	1						3							12
New Albany, Ind	2	5	154	209		1					5	1				1	164	8
Newark, N. J	1	2	1,720	4,006	42	19				4	10	7				3	15	9
Newark, Ohio	2	5	109	185	5													
New Bedford, Mass	1	1	58	75	4						3						105	337
New Berne, N. C		3	40	53													267	54
Newberry, S. C	3	4	199	398							1						89	
New Brighton, N. Y	2	2	1	1														
New Britain, Conn	2	1	35	41													9	29
New Brunswick, N. J	2	2	49	124	1		2				4					2	28	47
Newburgh, N. Y	2	2	34	65		1											143	469
Newburyport, Mass	2	1	31	54												1	4	16
New Castle, Ind	3	5	3	10	1											1		
New Castle, Pa	2	2	50	91							1						36	20
New Haven, Conn	1	1	422	905	15						4					3	15	155
New London, Conn	2	1	32	62	2							1					3	

TABLE G8.—*Statement of errors in the distribution and forwarding of mails, etc.*—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.						Misdirected.						Errors checked—	
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Fall River, Mass	2	1	29	39							3						31	6
Fargo, Dak	2	10	90	264	7	2		2								1	14	16
Faribault, Minn	2	10	11	18													165	39
Farmville, Va		3	12	14		1					1	1						
Fayetteville, N. C		3	28	43													277	120
Fernandina, Fla	3	4	107	148							2						8	1
Fitchburg, Mass	2	1	33	65	3											1	75	94
Findlay, Ohio	2	5	123	372	6	2					2	2						
Flint, Mich	2	9	63	99	1												88	7
Florence, Ala	3	4	25	89	1						2							
Florence, Kans	3	7	7	24		1	12										66	13
Florence, S. C	3	4	75	155														
Flushing, N. Y	2	2	7	7													59	135
Fond du Lac, Wis	2	10	13	28							1					1		
Fort Collins, Colo	3	7	4	4													29	65
Fort Dodge, Iowa	2	6	41	104	1													
Fort Gratiot, Mich	3	9	2	17														
Fort Leavenworth, Kans	3	7	17	29							4							
Fort Madison, Iowa	2	6	71	145	3	1					1						107	1
Fort Plain, N. Y	2	2			2	2												
Fort Scott, Kans	2	7	122	217	2		1		1	1	2	1			1		484	87
Fort Smith, Ark	2	11	248	308	2												1, 177	108
Fort Valley, Ga		4	12	342							2							
Fort Wayne, Ind	1	5	207	505	5						3	1					47	
Fort Worth, Tex	2	11	255	650	4	1	1			2	3	1				1	656	44
Fortress Monroe, Va		3	16	52	1													11
Fostoria, Ohio	2	5	86	143	3						4	1						3
Frankfort, Ind	3	5	9	14							1						32	
Frankfort, Kans	3	7															1	
Frankfort, Ky	2	5	180	314	2						3							
Franklin, Ind	3	5	13	29														
Franklin, Ky	3	5	61	105								2				1	2	
Franklin, Ohio	3	5	13	21							1							
Franklin, Pa	2	2	200	403	1												508	233
Franklin, Tenn	3	5	111	185	1	1					9						1, 095	291
Frederick, Md		3	26	72	2						1	1					13	10
Fredericksburgh, Md		3	68	83	2												64	1
Fredonia, Kans	3	7	14	23													117	14
Fredonia, N. Y	2	2	85	116							1						172	35
Freeport, Ill	2	6	10	25													95	25
Fremont, Nebr	2	6	45	100							1					1	15	5
Fremont, Ohio	2	5	56	159							5							
Fresno, Cal	2	8	35	45														
Frostburgh, Md		3															11	3
Fulton, Mo	3	7	6	8														
Fulton, N. Y	2	2	4	5	1												1	
Gadsden, Ala	3	4	91	337								2					511	68
Gainesville, Fla	3	4	74	171														
Gainesville, Ga	3	4	31	82														
Gainesville, Tex	2	11	365	937	1						1					2	272	19
Galena, Kans	3	7	20	25														
Galesburgh, Ill	2	6	131	288	1						8	1				2		
Galion, Ohio	3	5	12	30														
Gallatin, Mo	3	7	6	7		1												
Gallatin, Tenn	3	5	18	41							1							
Gallipolis, Ohio	3	5	29	30	1													
Galveston, Tex	1	11	1, 283	2, 638	32						9	1				3	1, 577	867
Garden City, Kans	2	7	189	320	1	1											301	38
Gardiner, Me	2	1	34	52													6	7
Garnett, Kans	3	7	11	13													55	7
Garrett, Ind	3	5	19	28														
Geneva, N. Y	2	2	142	224							5	1					412	113
Geneva, Ohio	3	9	42	81	1						4						745	60
Geneva, Ohio	3	5	57	92							2							
Georgetown, Colo	3	7	8	16	1												102	147

TABLE G[6].—*Statement of errors in the distribution and forwarding of mails, etc.*—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.						Misdirected.						Errors checked—	
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Georgetown, Ky	3	5	61	79														
Georgetown, S. C	3	4	193	342	6	1						3	2					
Girard, Kans	3	7	39	90													176	8
Glasgow, Ky	3	5	22	30														
Glasgow, Mo	3	7	12	20		1											13	7
Glen Allen, Va		3	3	5													36	3
Glen's Falls, N. Y	2	2	23	41		2											20	5
Glenwood Springs, Colo	3	7	10	36														
Gloucester, Mass	2	1	35	55	2		5										502	128
Gloversville, N. Y	2	2	61	89													129	129
Golden, Colo	3	7	22	91														
Goldsborough, N. C		3	53	64													38	1
Goodland, Ind	4	5	7	24	3													
Gordonsville, Va		3	14	24														
Goshen, Ind	2	5	28	46							1							
Grafton, W. Va		3	4	11													11	28
Grand Forks, Dak	2	10	190	404	14		1				3	3						
Grand Haven, Mich	3	9	13	19													40	19
Grand Island, Nebr	2	6	24	27													36	29
Grand Junction, Colo	3	7	14	30														
Grand Rapids, Mich	1	9	711	1,461	9						8	4				1	441	167
Grass Valley, Cal	3	8	9	21														
Great Bend, Kans	3	7	11	12	11												2	
Greeley, Colo	2	7	49	60	2						1						150	56
Green Bay, Wis	2	10	33	52														
Greenfield, Ind	3	5	57	151							1					1		
Greenfield, Mass	2	1	28	55	4											2	45	21
Greenfield, Ohio	3	5	56	174							2							
Greensborough, N. C		3	128	186	3						2						2	
Greensburgh, Ind	3	5	201	444	1						2							
Greensburgh, Kans	3	7	3	3													17	
Greensburgh, Pa	2	2	1	1														
Greenville, Ala	3	4	3	3														
Greenville, Mich	3	9	2	33													3	1
Greenville, Miss	3	4	292	996	2	1											146	44
Greenville, Ohio	3	5	55	94							1	1						
Greenville, S. C	2	4	149	282	6	2				1	2						505	49
Grenada, Miss	3	4	3	5														
Griffin, Ga	3	4	105	184	3												5	
Gunnison, Colo	3	7	3	4														
Hagerstown, Md		3	190	317							2	1					754	255
Halstead, Kans	3	7	1	7														
Hamilton, Mo	3	7	8	10														
Hamilton, Ohio	2	5	175	275	1	1					5	1					476	338
Hammond, Ind	3	5	12	26	1						3							
Hampton, Va		3	44	56														
Hannibal, Mo	2	7	144	364	3												25	258
Hanford, Cal	3	8	18	33														
Harbor, Ohio	3	5	8	22													184	
Harrisburg, Pa	1	2	221	298	25						3	4					354	201
Harrisonburgh, Va		3	39	63													61	98
Harrisonville, Mo	3	7	36	61													165	64
Harper, Kans	3	7	3	6													23	28
Harrodsburg, Ky	3	5	55	111							1							
Hartford, Conn	1	1	669	1,222	21		4				7					1	1,325	2,137
Hastings, Mich	3	9	1	4													315	31
Hastings, Nebr	2	6	130	252	1						3	1				2	856	14
Havre de Grace, Md		3	2	2													1	
Haverhill, Mass	2	1	97	119	4						1						205	291
Hawkinsville, Ga	3	4			1													
Hays City, Kans	3	7	7	8														
Hazleton, Pa	2	2	4	6	4	2						1					43	7
Healdsburgh, Cal	3	8	2	6													25	18
Helena, Mont	2	10	23	24			3											
Henderson, Ky	2	5	37	43														

TABLE G[2].—*Statement of errors in the distribution and forwarding of mails, etc.*—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.						Misdirected.						Errors checked—	
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Henderson, N. C		3	5	7		1											395	133
Herington, Kans	3	7	11	13		1											32	
Hiawatha, Kans	3	7	69	162	1												2	
Hickory, N. C		3	1	1														
Higginsville, Mo	3	7	13	11		2					1							
High Point, N. C		3	145	313			3				1						2, 293	141
Hillsborough, Ohio	3	5	78	152							1	1					908	52
Hillsdale, Mich	2	9	48	101													27	13
Hoboken, N. J	2	2	37	42							2						277	214
Holden, Mo	3	7	48	73	1	1			1									
Hollister, Cal	3	8	3	3							1							
Holly Springs, Miss	3	4	12	114														
Holton, Kans	3	7	21	45													102	45
Holyoke, Colo	3	7															53	
Holyoke, Mass	2	1	123	188	6						3	6					81	30
Hoosic Falls, N. Y	2	2															1	
Hopkinsville, Ky	3	5	70	140													296	156
Hornellsville, N. Y	2	2	18	21													17	7
Horton, Kans	3	7	24	40														
Hot Springs, Ark	2	11	367	515	5						2	1				1	1, 938	165
Houston, Tex	2	11	348	890	8					3	3	1				3	54	24
Hudson, Mich	3	9	9	32	1												104	32
Hudson, Ohio	3	5	2	2													22	3
Hudson, N. Y	2	2	14	14			2										47	315
Humboldt, Kans	3	7	15	17														
Huntingburgh, Ind	3	5	5	8														
Huntingdon, Pa	2	2	23	134							3						4	
Huntington, Ind	3	5	3	5	1						2							
Huntington, W. Va		3	89	126							1						8	35
Huntsville, Ala	3	4	135	362	1						1							
Huntsville, Mo	3	7	3	3														
Hutchinson, Kans	2	7	185	339	1	4				2	1						76	116
Huron, Dak	2	10	66	258	2		2										252	82
Hyde Park, Mass	2	1	40	51	1						1						218	63
Idaho Springs, Colo	3	7	1	1														
Independence, Kans	3	7	21	30	1	2											3	3
Independence, Mo	2	7	59	99			1										153	13
Indianapolis, Ind	1	5	1, 683	5, 513	35	3					26	3				6	722	111
Iola, Kans	3	7	21	60													66	21
Ionia, Mich	2	9	29	35							1							
Iowa City, Iowa	2	6	148	327	10						2						7	
Ironton, Ohio	2	5	46	115														
Ishpeming, Mich	2	10																
Ithaca, N. Y	2	2	98	206	1						1						110	
Jackson, Mich	2	9	190	313	6						1						52	35
Jackson, Miss	2	4	410	781							1							
Jackson, Ohio	3	5	21	40														
Jackson, Tenn	3	5	71	141							2							
Jacksonville, Ill	2	6	44	86	2	1					2	1						
Jacksonville, Fla	1	4	427	633	3						1						120	93
Jacksonville, Oregon	3	8	4	4														
Jamestown, N. Y	2	2	47	88		1											1	12
Janesville, Wis	2	10	26	64	11												1, 572	
Jefferson, Ohio	3	5	3	4														
Jefferson City, Mo	2	7	109	168	3												580	95
Jersey City, N. J	1	2	458	1, 019	12	1					2					1	255	201
Jeffersonville, Ind	3	5	47	65	1													
Johnstown, N. Y	2	2	30	51			1										62	31
Johnstown, Pa	2	2	160	218			5										528	134
Joliet, Ill	2	6	117	319	2						1						11	1
Joplin, Mo	3	7	107	198						2	1							
Jonesborough, Tenn	4	5	10	24														
Junction City, Kans	3	7	48	105	9		2										18	3
Julesburg, Colo	3	7	5	5													25	
Kalamazoo, Mich	1	9	245	694		1					11						3	

TABLE G8.—*Statement of errors in the distribution and forwarding of mails, etc.*—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.						Misdirected.						Errors checked—	
					No. of letter packages.	No. or pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks	Against railway postal clerks.	Against post-offices.
Sanford, Fla	3	4	31	72	4	1		2										
San Francisco, Cal	1	6	4,678	9,232	52	3	5				29	2				15	2,049	358
San Jacinto, Cal	3	8	21	32													61	8
San José, Cal	2	8	105	155							3						324	28
San Luis Obispo, Cal	3	8	3	3														
San Pedro, Cal	3	8	11	14							1						49	6
San Rafael, Cal	3	8	8	17	1													
Santa Ana, Cal	2	8	161	284							1						724	103
Santa Barbara, Cal	2	8	74	141	2		3										175	105
Santa Cruz, Cal	2	8	17	19													160	168
Santa Fé, N. Mex	2	7	40	82													268	20
Santa Rosa, Cal	2	8	61	76													6	
Saratoga Springs, N. Y	2	2	118	200	1	1		1			3	2					232	269
Savannah, Ga	1	4	1,378	2,934	30	2			1		7					2	352	125
Savannah, Mo	3	7	2	10														
Schenectady, N.Y	2	2	53	86													23	11
Scott, Kans	3	7	1			1												
Scranton, Pa	1	2	173	226	7	7				1	2						24	56
Seattle, Wash	2	8	559	1,146			1				8	1						
Sedalia, Mo	2	7	293	587	7												360	8
Sedgwick, Kans	3	7	3	5													125	4
Selma, Ala	2	4	672	1,354	7			2		1	1					3	2,008	60
Seneca Falls, N. Y	2	2	73	203							7						13	3
Seymour, Ind	3	5	6	8														
Shamokin, Pa	2	2																
Sheboygan, Wis	2	10	10	24													56	
Shelbina, Mo	3	7	13	41													307	13
Shelby, N. C		3	16	24														
Shelby, Ohio	3	5	24	45														
Shelbyville, Ind	3	5	7	13													5	
Shelbyville, Ky	3	5	16	19														
Shelbyville, Tenn	3	5	15	22							2							
Shennandoah, Pa	2	2																
Sherman, Tex	2	11	135	352	1	2					1	1					27	1
Shreveport, La	2	4	57	70		2												
Shreveport, La	2	11	151	319	4					7	1							
Sidney, Ohio	2	5	60	71	3						1							
Silver City, N. Mex	3	7	1	1													48	6
Silverton, Colo	3	7	3	4													12	
Sing Sing, N. Y	2	2	1	1													55	
Sioux City, Iowa	1	6	1,080	2,596	35	1	1			1	13	2	3					
Sioux Falls, Dak	2	10	113	312		5				1	1	1					232	99
Slater, Mo	3	7	13	13														
Smith Centre, Kans	3	7	4	32														
Smithville, Ga		4	21	78							1							
Socorro, N. Mex	3	7	52	82	1						3						207	6
Solomon City, Kans	3	7	5	6													2	3
Somerset, Ky	3	5	29	31														
South Bend, Ind	2	5	222	424							3							
South Chicago, Ill	2	6	7	12													69	55
South Framingham, Mass	2	1	1	1	1		2											5
South Norwalk, Conn	2	1	9	22														1
Spartanburgh, S. C	3	4	198	391	9		3				2	2			1		110	
Spokane Falls, Wash	2	8	127	68														
Sprague, Wash	3	8	11	14														
Springfield, Ill	2	6	109	239	5						1					1		
Springfield, Mass	1	1	182	349	13		1				6	2				1	682	1,120
Springfield, Mo	2	7	371	731	4	1	9		2		1					1	3,280	621
Springfield, Ohio	1	5	273	695		1					4	2				11	357	172
Stafford, Kans	3	7	3	3													73	5
Stamford, Conn	2	1	29	57							1						1	7
Stanberry, Mo	3	7	2	2														
Stanford, Ky	3	5	39	46														
Statesville, N. C		3	200	558	2						1						912	87
Staunton, Va		3	332	579	10	2					2	1					1,264	525
Sterling, Colo	3	7	22	68													77	105

TABLE G8.—*Statement of errors in the distribution and forwarding of mails, etc.*—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.						Misdirected.						Errors checked—	
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Lock Haven, Pa	2	2	53	71	...	1	1	...	...	...	...	...	...	...	...	...	210	43
Lockport, N. Y	2	2	116	224	...	...	...	...	...	...	2	1	...	...	...	...	900	321
Logan, Ohio	3	5	18	38	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
Logansport, Ind	2	5	78	141	1	3	...	...	...	...	1	...	...	...	...	1	.....	.....
Lonaconing, Md	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
Los Angeles, Cal	1	8	1,550	2,133	7	...	2	...	...	1	9	3	...	...	...	1	5,141	3,071
Louisiana, Mo	3	7	22	48	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
Louisville, Ky	1	5	2,591	5,977	83	5	...	...	...	15	36	2	...	...	...	11	5,913	2,087
Lowell, Mass	1	1	165	287	2	...	...	...	...	...	2	...	...	...	...	1	295	187
Ludington, Mich	3	9	2	2	1	...	...	...	...	...	...	...	...	...	...	...	.....	.....
Luray, Va	...	3	9	24	...	...	...	...	...	...	...	...	...	...	...	...	.....	1
Lynchburgh, Va	...	3	288	398	2	3	...	...	...	...	4	1	...	...	...	2	61	15
Lyndon, Kans	3	7	3	7	...	...	...	...	...	...	...	...	...	...	...	...	54	12
Lynn, Mass	1	1	193	607	2	...	...	...	...	...	8	...	...	...	...	3	114	121
Lynnville, Tenn	4	5	33	40	...	...	...	...	...	...	2	...	...	...	...	...	.....	.....
Lyons, Kans	3	7	2	2	...	...	...	...	...	...	...	...	...	...	...	...	118	16
Macon, Ga	2	4	483	784	12	4	...	...	...	...	3	4	...	...	...	...	344	63
Macon City, Mo	3	7	11	9	...	...	...	...	...	...	...	2	...	...	...	...	.....	.....
Madison, Ind	2	5	29	45	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
Madison, Wis	2	10	60	134	...	...	...	...	...	...	1	...	...	...	...	...	149	23
Malden, Mass	2	1	11	23	...	...	...	...	...	...	...	...	...	...	...	...	2	15
Malone, N. Y	2	2	45	65	...	...	...	...	...	...	...	...	...	...	...	1	40	61
Manchester, N. H	2	1	164	370	4	...	3	...	...	...	6	...	...	...	...	1	363	634
Manchester, Va	...	3	2	9	...	...	...	...	...	...	1	...	...	...	...	...	.....	.....
Manhattan, Kans	3	7	155	469	9	...	...	...	...	...	...	...	...	...	...	...	376	32
Manistee, Mich	2	9	39	47	4	...	...	...	...	...	...	...	...	...	...	...	244	106
Manitou Springs, Colo	3	7	22	55	...	1	...	...	...	...	...	...	...	...	...	...	511	80
Mankato, Kans	3	7	7	12	...	1	...	...	...	...	...	...	...	...	...	...	251	5
Mankato, Minn	2	10	36	89	1	2	...	...	...	1	...	...	...	...	...	...	10	5
Mansfield, Ohio	2	5	61	341	1	...	...	...	...	...	...	...	...	...	...	2	.....	.....
Marietta, Ga	3	4	160	440	2	...	...	...	...	...	1	...	...	...	...	...	256	32
Marietta, Ohio	2	5	38	59	...	2	...	...	...	...	2	...	...	...	...	1	.....	.....
Marinette, Wis	2	10	2	2	...	...	...	...	...	1	...	...	...	...	...	...	.....	.....
Marion, Ind	3	5	34	95	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
Marion, Kans	3	7	49	100	...	...	...	...	...	...	1	...	...	...	...	2	.....	.....
Marion, Ohio	2	5	26	53	...	...	...	...	...	...	...	...	...	...	...	...	8	2
Marion, S. C	3	4	47	73	1	...	...	...	...	...	...	1	...	...	...	...	.....	.....
Marlborough, Mass	2	1	24	54	1	...	...	...	...	...	1	...	...	...	...	...	431	348
Marquette, Mich	2	10	30	49	...	...	...	...	...	...	...	...	...	...	...	...	54	.....
Marshall, Mich	2	9	7	11	...	1	...	...	...	...	1	...	...	...	...	...	12	.....
Marshall, Mo	3	7	31	47	1	...	...	...	...	...	...	1	...	...	...	...	2	18
Marshall, Tex	2	11	147	257	2	...	2	...	...	...	...	...	...	...	...	1	.....	.....
Marshalltown, Iowa	2	6	36	79	11	...	...	...	...	...	2	...	...	...	...	...	2	.....
Martinsburgh, W. Va	...	3	13	19	...	...	...	...	...	...	2	1	...	...	...	...	.....	.....
Marysville, Cal	2	8	22	32	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
Marysville, Kans	3	7	1	1	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
Maryville, Mo	3	7	11	21	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
Massillon, Ohio	2	5	54	76	...	...	...	...	...	...	1	...	...	...	...	...	.....	.....
Mattoon, Ill	2	6	32	82	1	...	...	...	...	...	...	...	...	...	...	...	.....	.....
Maysville, Ky	2	5	78	113	1	...	...	...	...	...	2	...	...	...	...	...	29	30
McKeesport, Pa	2	2	31	63	...	1	...	...	...	...	...	...	...	...	...	...	236	116
McMinville, Oregon	3	8	6	9	...	...	...	...	...	...	1	...	...	...	...	...	.....	.....
McPherson, Kans	2	7	47	118	1	1	...	...	...	...	...	...	...	...	...	...	31	4
Meade, Kans	3	7	5	5	...	...	...	...	...	...	...	...	...	...	...	...	122	.....
Meade Center, Kans	3	7	4	4	...	...	...	...	...	...	...	...	...	...	...	...	34	.....
Meadville, Pa	2	2	36	138	...	1	...	...	...	...	...	...	...	...	...	1	34	3
Medicine Lodge, Kans	3	7	6	28	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
Medina, Ohio	3	5	43	82	...	...	...	...	...	...	3	...	...	...	...	...	106	32
Melrose, Mass	2	1	16	47	...	...	...	...	...	...	...	...	...	...	...	...	7	8
Memphis, Mo	3	7	2	6	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
Memphis, Tenn	1	5	826	1,925	6	7	...	...	...	...	1	3	...	...	...	...	.....	.....
Menominee, Mich	2	10	1	2	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
Merced, Cal	3	8	24	38	...	...	3	...	...	4	...	2	...	...	...	...	.....	.....
Meridian, Miss	2	4	157	344	...	...	...	...	...	...	6	...	...	...	...	1	.....	.....
Meriden, Conn	2	1	224	521	8	1	...	...	...	...	2	2	...	...	...	...	344	331
Mexico, Mo	3	7	7	8	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....

s.—*Statement of errors in the distribution and forwarding of mails, etc.*—Cont'd.

st-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.						Misdirected.						Errors checked—	
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
ey, Kans	3	7	2	4														
S. C		4	20	31	3												22	
Kans	3	7	10	15													155	122
alla, Wash	2	8	60	104														
ord, Conn	2	1	38	80												1	319	135
, Mass	2	1	62	100	1													
Kans	3	7	9	29														
eta, Ohio	3	5	13	14														
Ohio	2	5	15	20													4	
Pa	2	2	17	88	10	2											32	79
burgh, Mo	3	7	24	68	1		1											
n, Va		3	3	5	1													
Ind	3	5	15	37							1							
ton, D. C	1	3	6,911	11,822	126	6				3	56	2				11	6,149	3,597
ton, Ind	3	5	62	106	11	1						3					12	2
ton, Mo	3	7															6	
ton, N. C		3	16	24													372	38
ton, N. J	2	2	53	145							3	1					193	26
ton, Pa	2	2	247	392	1						1	1				1	358	134
ton C. H., Ohio	2	5	61	89	1	1												
ry, Conn	2	1	233	326	4		1				3	1				1	170	153
, Iowa	2	6	43	100		1						1					181	26
vn, Dak	2	10	3	4														
vn, N. Y	2	2	183	350							1						177	162
vn, Wis	2	10	16	67	1	1												
le, Me	2	1	3	12													6	
ille, Cal	3	8	12	16														
a, Wis	2	10	31	54														
Wis	2	10	1	1														
N. Y	2	2	1	1														
ty, Mo	3	7	5	7														
on, Kans	2	7	78	213													209	92
on, Ohio	3	5	29	36	1						3							
gh, W. Va		3	5	11														
y City, Mich	3	9	1	3	2		1											
ester, Pa	2	2	52	94	5						1	2					11	11
, R. I	2	1	5	5													4	5
ille, Ohio	3	5	99	255							1						29	7
l, Mass	2	1	55	78	5						1						247	102
ove, Pa	2	2																
ster, Md		3	1	1														
w Brighton, N. Y	2	2	1	1							1						19	598
W. Va		3															33	
ins, Mo	3	7	3	3														
int, Miss	3	4	37	59														
, W. Va		3	218	315	1						2	1						
Kans	1	7	1,065	2,144	10	4	1				4	7				1	577	189
Barre, Pa	2	2	57	77		1					2						32	7
port, Pa	2	2	374	513	2						1						277	251
town, Ky	3	5	15	16														
ntic, Conn	2	1	18	36								2						
ton, Del	1	2	241	310	5	6					5						85	100
ton, N. C		3	315	576	2	2				1	7						325	55
Kans	3	7	1	2														
N. C		3	107	233							1					2	81	5
ter, Ind	3	5	19	59												1		
ter, Ky	3	5	38	57												2		
ter, Va		3	19	32													4	
Kans	2	7	180	314		7				6	1						602	178
oca, Nev	3	8	1	1														
rough, S. C	3	4	10	19														
Minn	2	10	231	418		1					1						11	
N. C		3	85	180							1					2	122	11
Mass	2	1	1	4														
l, Cal	3	8	74	102	1												63	62
ket, R. I	2	1	16	30	3						4						2	

TABLE G[6].—*Statement of errors in the distribution and forwarding of mails, etc.*—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.						Misdirected.						Errors checked—	
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Woodstock, Va	...	3	61	91	...	...	...	...	...	...	...	...	...	...	...	...	135	18
Worcester, Mass	1	1	530	874	17	3	...	...	...	1	7	2	...	...	...	...	141	152
Wytheville, Va	...	3	6	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Xenia, Ohio	2	5	33	66	...	...	...	...	...	...	1	...	...	...	...	1	...	...
Yankton, Dak	2	10	107	202	1	1	...	...	...	...	...	1	...	...	2	1	137	16
Yates Centre, Kans	3	7	15	30	1	...	...	...	...	...	...	...	...	...	...	...	5	...
Yazoo City, Miss	3	4	2	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Yonkers, N. Y	2	2	53	178	6	...	3	...	...	...	2	...	...	...	...	...	45	83
York, Pa	2	2	95	166	2	2	...	...	...	...	1	1	...	...	...	...	33	15
Yosemite, Ky	4	5	18	27	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Youngstown, Ohio	2	5	72	135	5	...	...	...	...	...	...	...	...	...	...	...	...	...
Ypsilanti, Mich	2	9	57	63	1	...	1	...	...	...	1	...	...	...	...	1	...	...
Yreka, Cal	3	8	8	31	...	...	...	...	...	...	1	...	...	...	...	...	...	...
Zanesville, Ohio	2	5	238	390	...	...	...	...	...	...	...	...	...	...	...	...	11	14
Other than first or second class	...	1	3,200	6,270	175	4	...	25	...	...	54	48	...	...	...	5	6,536	5,992
Third and fourth class	...	2	7,172	14,248	217	223	113	...	1	5	194	56	1	1	...	14	19,590	13,732
Fourth class	...	3	997	1,106	26	4	1	...	...	...	22	5	...	...	...	2	1,652	150
Other offices	...	4	1,509	3,284	7	6	...	...	...	...	3	1	...	...	...	1	40	4
Do*	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do	3-4	6	5,150	14,031	257	27	29	...	...	2	115	47	...	...	...	15	...	...
Do	4	7	5,633	11,746	194	151	146	10	15	12	54	46	1	1	1	9	3,781	2,143
Do	...	8	1,815	2,571	59	11	20	3	...	...	19	5	...	...	...	...	848	970
Do	...	9	1,112	3,150	20	23	7	...	...	...	14	1	...	...	...	2	720	178
Do	3-4	10	2,856	8,195	85	68	18	...	...	6	52	33	...	...	...	6	34	3
Do	...	11	3,006	6,787	113	83	113	1	4	6	20	25	...	...	...	4	969	636

* No report.

RECAPITULATION.

Division.	Incorrect slips returned.	Errors on incorrect slips.	Missent.						Misdirected.						Errors checked—	
			Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Against railway postal clerks.	Against postmasters.
First	21,855	39,563	640	25	26	26	2	3	292	86	...	...	...	54	16,893	18,609
Second	108,869	223,316	1,103	333	144	3	5	35	859	131	2	1	...	159	57,537	48,249
Third	17,112	30,237	316	26	22	...	1	10	200	22	...	...	1	32	21,588	8,015
Fourth	28,516	57,193	263	35	6	8	4	12	137	24	2	1	1	41	15,574	1,348
Fifth	31,532	64,232	485	60	16	...	4	25	539	64	...	...	...	98	39,510	17,204
Sixth	32,651	68,110	653	43	35	...	...	18	348	108	3	...	...	47	14,286	6,284
Seventh	48,394	102,406	827	259	259	18	27	35	285	95	1	1	6	61	65,516	25,143
Eighth	14,420	24,635	203	17	47	3	...	5	123	17	...	...	...	17	19,762	8,534
Ninth	6,104	12,897	136	33	32	...	...	5	64	9	...	...	...	13	6,598	1,096
Tenth	12,935	29,316	250	98	25	2	...	19	169	58	...	...	2	41	3,463	857
Eleventh	16,345	34,506	238	99	122	2	9	35	70	32	...	...	2	20	9,819	3,194
Total	338,733	686,411	5,114	1,028	734	62	52	202	3,106	639	8	3	12	583	270,506	138,513
Total as per report for fiscal year ended June 30, 1888	363,356	706,898	5,849	777	740	17	53	247	3,147	646	1	2	7	665	274,057	156,818
Decrease	24,623	20,487	735	*251	6	*45	1	45	41	7	*7	*1	*5	82	3,491	18,305

* Increase.

TABLE G8.—*Statement of errors in the distribution and forwarding of mails, etc.*—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.						Misdirected.						Errors checked—	
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Palatka, Fla	2	4	376	457	...	...	...	2	...	1	3	1	...	...	...	...	312	42
Paola, Kans	3	7	45	100	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
Paris, Ky	3	5	21	24	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
Paris, Mo	3	7	1	1	...	...	...	...	...	...	...	1	...	...	...	...	.....	.....
Paris, Tex	2	11	72	221	...	...	...	...	...	...	...	...	...	...	...	...	149	5
Park City, Utah	3	8	22	27	...	...	...	...	...	...	...	...	...	...	...	...	91	22
Parkersburgh, W. Va	...	3	34	58	...	...	...	...	...	...	...	...	...	...	...	...	.....	8
Parsons, Kans	2	7	55	90	...	2	5	...	...	...	...	1	...	...	...	...	8	10
Pasadena, Cal	2	8	281	472	1	...	...	...	...	...	...	...	...	...	...	...	1,451	303
Passaic, N. J	2	2	2	2	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
Paterson, N. J	1	2	71	116	2	...	...	...	...	...	1	1	...	...	...	...	250	51
Peekskill, N. Y	2	2	15	16	...	...	2	...	...	...	4	...	...	...	...	...	4	76
Pekin, Ill	2	6	71	178	2	...	...	...	...	...	2	...	...	...	...	...	38	.....
Pawtucket, R. I	2	1	68	127	...	...	...	...	...	...	...	...	...	...	...	...	6	17
Peabody, Kans	3	7	15	32	...	2	...	...	...	...	...	...	...	...	...	...	.....	.....
Pendleton, Oregon	3	8	10	33	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
Pensacola, Fla	2	4	436	737	5	...	...	1	...	...	1	...	...	...	...	1	332	153
Penn Yan, N. Y	2	2	28	55	...	...	...	...	...	...	...	...	...	...	...	...	137	80
Peoria, Ill	1	6	697	1,676	12	...	...	...	...	...	14	...	...	...	...	...	752	286
Perth Amboy, N. J	2	2	3	3	1	...	...	...	...	...	...	...	...	...	...	...	.....	.....
Peru, Ind	2	5	62	118	1	...	...	...	...	...	...	...	...	...	...	1	.....	.....
Petaluma, Cal	3	8	3	3	...	...	...	...	...	...	...	...	...	...	...	...	38	53
Petersburgh, Va	...	3	62	170	1	...	1	...	...	...	1	...	...	...	...	1	.....	.....
Petoskey, Mich	3	9	19	54	...	...	...	...	...	...	...	...	...	...	...	...	34	3
Phœnix, Ariz	3	8	75	118	...	...	...	...	...	...	...	1	...	...	...	...	265	12
Philadelphia, Pa	1	2	9,084	19,021	141	4	...	...	2	6	41	2	...	...	...	29	218	84
Phillipsburgh, Kans	3	7	5	6	1	1	...	...	...	...	...	...	...	...	...	...	.....	.....
Piedmont, W. Va	...	3	2	2	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
Pierce City, Mo	3	7	16	20	...	...	1	...	...	...	...	...	...	...	...	...	.....	.....
Pine Bluff, Ark	2	11	241	446	...	...	...	1	...	...	...	...	...	...	...	...	328	.....
Pittsburgh, Kans	3	7	5	2	1	...	2	...	...	...	...	...	...	...	...	...	188	13
Pittsburgh, Pa	1	2	2,473	4,008	77	7	...	...	...	...	12	9	...	...	...	5	2,365	1,240
Pittsfield, Mass	2	1	45	113	10	...	4	...	1	...	7	5	...	...	...	...	40	54
Pittston, Pa	2	2	31	43	1	...	...	...	...	...	2	...	...	...	...	...	24	132
Piqua, Ohio	2	5	25	53	...	...	...	...	...	...	...	...	...	...	...	...	42	37
Placerville, Cal	3	8	11	13	...	...	...	...	...	...	...	...	...	...	...	...	690	334
Plainfield, N. J	2	2	36	70	...	...	1	...	...	...	...	...	...	...	...	...	184	151
Plattsburgh, Mo	3	7	23	76	...	...	...	...	...	...	...	...	...	...	...	...	29	2
Plattsburgh, N. Y	2	2	35	81	...	...	...	...	...	...	...	...	...	...	...	...	26	18
Plattsmouth, Nebr	2	6	139	387	1	...	...	...	...	...	2	...	...	...	...	...	671	206
Pleasant Hill, Mo	3	7	23	29	1	1	...	...	...	...	...	...	...	...	...	...	33	11
Pleasanton, Kans	3	7	32	61	...	...	...	...	...	...	...	...	...	...	...	...	101	7
Plymouth, Mass	2	1	50	86	...	...	...	...	...	...	3	...	...	...	...	...	461	309
Pocahontas, Va	...	3	.....	.....	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
Point Pleasant, W. Va	...	3	1	1	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
Pomona, Cal	2	8	96	162	1	...	...	...	...	...	...	...	...	...	...	...	.....	.....
Pontiac, Mich	2	9	73	193	...	...	...	...	...	...	1	...	...	...	...	...	.....	2
Pontotoc, Miss	...	4	10	22	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
Poplar Bluff, Mo	3	7	3	3	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
Port Huron, Mich	2	9	74	186	...	...	...	...	...	...	...	...	...	...	...	...	187	24
Port Jervis, N. Y	2	2	10	8	...	...	...	...	...	...	3	...	...	...	...	...	.....	21
Portland, Me	1	1	895	1,932	9	2	...	...	...	...	20	...	...	...	...	1	482	332
Portland, Oregon	1	8	375	472	29	...	...	...	...	...	3	...	...	...	...	...	327	130
Portsmouth, N. H	2	1	35	39	...	...	...	...	...	...	...	...	...	...	...	...	18	35
Portsmouth, Ohio	2	5	52	90	...	...	...	...	...	...	...	1	...	...	...	...	.....	.....
Portsmouth, Va	...	3	19	31	6	...	...	...	...	...	2	...	...	...	...	...	73	111
Port Townsend, Wash	3	8	27	49	...	...	...	...	...	...	...	...	...	...	...	...	70	15
Pottstown, Pa	2	2	19	38	...	...	...	...	...	...	1	...	...	...	...	...	47	18
Pottsville, Pa	2	2	15	20	...	...	...	...	...	...	1	...	...	...	...	...	18	.....
Poughkeepsie, N. Y	1	2	150	432	...	...	...	...	...	...	2	...	...	...	...	...	742	576
Pratt, Kans	3	7	13	19	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
Prescott, Ariz	3	8	5	18	...	...	5	...	...	...	...	...	...	...	...	...	.....	.....
Princeton, Ind	3	5	12	26	1	...	...	...	...	...	...	1	...	...	...	...	.....	.....
Princeton, Mo	3	7	7	9	1	...	...	...	...	...	...	...	...	...	...	...	117	10
Princeton, N. J	2	2	41	49	3	...	...	...	...	...	...	...	...	...	...	...	70	60
Provo City, Utah	3	8	25	40	...	...	...	...	...	...	1	...	...	...	...	...	.....	.....

TABLE G8.—*Statement of errors in the distribution and forwarding of mails, etc.*—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.						Misdirected.						Errors checked—	
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Providence, R. I	1	1	596	893	31	1					6	3				2	59	527
Pueblo, Colo	2	7	949	1,781	12	4	4		1		2	1					1,839	184
Pulaski, Tenn	3	5	21	55														
Pullman, Ill	2	6	1	2	1													
Quincy, Ill	1	6	310	682	7	2					3							
Racine, Wis	2	10	292	572		1					4						465	
Raleigh, N. C		3	156	326	2						4					1	866	302
Raton, N. Mex	3	7	7	16														
Ravenna, Ohio	3	5	32	43			1				2							
Reading, Pa	1	2	96	340	8	1						1				1	162	18
Red Bluff, Cal	2	8	2	2														
Redding, Cal	3	8	2	2														
Red Wing, Minn	2	10	97	205													10	
Reidsville, N. C		3	72	127	1						4					1	61	5
Reno, Nev	3	8	37	83													3	
Rich Hill, Mo	3	7	82	198		1											156	10
Richmond, Ind	2	5	142	184	6						1	2						
Richmond, Ky	3	5	70	158													114	11
Richmond, Mo	3	7	22	36														
Richmond, Va		3	2,110	4,062	50	4	7			4	35	4				5	147	136
Rising Sun, Ind	4	5	27	29												1	44	5
Riverside, Cal	2	8	123	178			1				1						94	107
Roanoke, Va		3																
Rochester, Minn	2	10	23	106	1	1												
Rochester, N. Y	1	2	1,874	3,524	13					2	18	2				5	877	645
Rockford, Ill	1	6	470	755	8	1										2	1,129	364
Rock Hill, S. C	3	4	14	32							1							
Rock Island, Ill	2	6	127	374	3					1	2	1					196	37
Rockland, Me	2	1	11	13							1						1	17
Rolla, Mo	3	7	72	175													254	66
Rome, Ga	2	4	343	589	1												1,047	11
Rome, N. Y	2	2	64	195	2				1								199	62
Rondout, N. Y	2	2	8	9					1								8	231
Roseburgh, Oregon	3	8	24	26	2						2						2	
Rushville, Ind	3	5	100	160		1					4							
Russell, Kans	3	7	39	89													155	20
Rutland, Vt	2	1	220	420	8						1						9	25
Sabetha, Kans	3	7	1	1													37	3
Sacramento, Cal	1	8	392	562	14						7						263	118
Saginaw, Mich	2	9	64	84													18	5
St. Albans, Vt	2	1	3	6													3	4
St. Agustine, Fla	2	4	728	1,626							3						55	89
St. Charles, Mo	3	7	11	16													286	
St. Cloud, Minn	2	10	8	11	1	4												
St. Helena, Cal	3	8	3	4														
St. John, Kans	3	7	1	1														
St. Johnsbury, Vt	2	1	2	2													17	11
St. Joseph, Mo	1	7	3,474	12,027	34	3	4			2	14	3				4	2,156	297
St. Louis, Mo	1	7	5,236	9,042	21					1	30					16	1,971	114
St. Mary's, Kans	3	7	17	30													204	15
St. Paul, Minn	1	10	3,072	6,534	49	5	1			4	39	6				14		
Salem, Mass	2	1	172	208	6						2					1	37	87
Salem, N. C		3	6	17													182	34
Salem, Ohio	2	5	56	104													402	43
Salem, Oregon	2	8	86	136													13	27
Salem, Va		3	7	8													5	
Salida, Colo	3	7	81	166												1	117	17
Salina, Kans	2	7	135	187	1	3											32	6
Salinas, Cal	3	8	8	12														
Salisbury, Mo	3	7															47	
Salisbury, N. C		3	60	133			1										43	32
Salt Lake City, Utah	1	8	186	251	1												56	180
San Antonio, Tex	2	11	190	327		4	2			4	1						353	99
San Bernardino, Cal	2	8	203	350	1	1											197	32
San Diego, Cal	1	8	570	1,081	7						4						422	156
Sandusky, Ohio	2	5	129	225		1	1			1	2							

TABLE K[k].—*Statement of new railroad service established and service extended during the fiscal year ended June 30, 1889.*

FIRST DIVISION.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Remarks.
		Miles.		
Winthrop Junction (n. o.) to Revere, Mass	Bos., Revere Beach and Lynn	1.80	Aug. 23, 1888	New service.
Montpelier Junction (n. o.) to Williamstown, Vt.	Cen. Vermont	7.45	Dec. 17, 1888	Extension route 2017.
Oakland to Embden, Me	Somerset	5.93	Jan. 1, 1889	Extension route 18.
Boston to Northampton, Mass	Bos. and Me. (Cen. Mass. Div)	104.04	Jan. 14, 1889	New service.
Chatham Station (n. o.) to Harwich Junction (n. o.).	Old Colony	7.04	Apr. 1, 1889	Do.

SECOND DIVISION.

Anglesea to Holly Beach, N. J	West Jersey	3.27	Aug. 1, 1888	Established.
Beach Tree Junction to Beach Tree, Pa	Rochester and Pittsburgh	2.25	June 4, 1888	Do.
Bear Creek to Bear Creek Junction, Pa	Lehigh Valley	5.43	Feb. 1, 1889	Do.
Benton to Jameson City, Pa	Bloomsburgh and Sullivan	9.74		Extended February 26, 1889.
Cornwall Junction to New York, N. Y. (foot Jay street).	N. Y., Ont. and Western	57.70	Nov. 2, 1888	Established; lap service.
Edmeston to New Berlin, N. Y	N. Y., Ont. and Western	7.08		Extended April 26, 1889.
Fulton to Woodard Junction, N. Y	Rome, Wat. and Og'd'b'g	17.43	Dec. 14, 1888	Established.
Hightstown to Pemberton, N. J	Union Transportation Co	25.89	Oct. 2, 1888	Do.
La José to Hastings, Pa	Cambria and Clearfield	14.38	Feb. 14, 1889	Do.
Madera to Belsena Mills, Pa	Penn'a	2.16		Extended July 9, 1888.
New Germantown to White House Station, N. J	Rockaway Valley	4.72	Jan. 15, 1889	Established.
Rockhill Furnace to McNeal, Pa	East Broad Top	11.08	Jan. 5, 1889	Established from Orbisonia. Amended to begin at Rockhill Furnace January 18, 1889.
Sea Isle City to Ocean City, N. J	West Jersey	10.68		Extended July 23, 1888.
Wampum Junction to Kenwood Junction, Pa	Erie and Pitts	12.50	July 19, 1888	Established; formerly covered by extension of route 8044.

THIRD DIVISION.

Estillville to Speer's Ferry, Va	South Atlantic and Ohio	9.84	Aug. 27, 1888	New railroad service.
Bremo Bluff to Arvonia, Va	Richmond and Alleghany	4.93	Oct. 1, 1888	Railroad service established.
Cameron to Carthage, N. C	Carthage	10.78	Oct. 29, 1888	Do.
Roxobel to Lewiston, N. C	Seaboard and Roanoke	28.92	Nov. 12, 1888	Do.

TABLE G8.—*Statement of errors in the distribution and forwarding of mails, etc.*—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.						Misdirected.						Errors checked—	
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Sterling, Ill	2	6	7	17	2											1	54	28
Sterling, Kans	3	7	25	37													12	13
Steubenville, Ohio	2	5	45	58	3						1							
Stillwater, Minn	2	10	361	869	2	1					4							
Stockton, Cal	2	8	23	36														
Stockton, Kans	3	7	6	9													1	4
Streator, Ill	2	6	51	128	2		1										61	18
Sturgis, Mich	3	9	6	7													56	
Suffolk, Va		3	59	76			3				1						103	7
Sumter, S. C	3	4	41	58	5												24	2
Sweet Springs, Mo	3	7	10	12							1							
Syracuse, Kans	3	7	23	41														
Syracuse, N. Y	1	2	764	1,506	2	2					14						46	83
Tacoma, Wash	2	8	370	573	1						3						366	139
Talladega, Ala	3	4	6	8														
Tampa, Fla	3	4	24	118						1								
Tarborough, N. C		3															18	
Tarkio, Mo	3	7															89	
Taunton, Mass	2	1	28	31	5												33	58
Telluride, Colo	3	7	12	15													138	14
Terre Haute, Ind	2	5	302	914	5						1	1						
The Dalles, Oregon	3	8	26	81							2						153	4
Thibodeaux, La	3	4	39	70	1													
Thomasville, Ga	3	4	201	840		2			1		4							
Tiffin, Ohio	2	5	81	163	1						1	1						
Titusville, Pa	2	2	99	178								1					60	50
Toledo, Ohio	1	5	861	1,774	9	1				1	12	4				2	515	432
Tonawanda, N. Y	2	2	77	124			1				5	1					183	144
Topeka, Kans	1	7	2,850	6,991	25	1	7			3	4	9				5	4,406	912
Towanda, Pa	2	2	15	25	2		1										101	30
Towson, Md		3	1	1														
Traverse City, Mich	3	9	19	37													48	2
Trenton, N. J	1	2	272	465	1						12	1					58	8
Trinidad, Colo	2	7	134	377	1												145	56
Troy, Ala	3	4	20	31														
Troy, Mo	3	7	1	1													51	7
Troy, N. Y	1	2	417	767	18	2					9	2				1	80	43
Troy, Ohio	2	5	62	94	1						2						154	70
Troy, Tenn	4	5	21	51													59	
Truckee, Cal	3	8	1	2														
Tucson, Ariz	3	8	68	113	1						1						34	9
Tulare, Cal	3	8	18	32														
Tullahoma, Tenn	3	5	2	27														
Tuscaloosa, Ala	3	4	37	95							1							
Tuscumbia, Ala	3	4	13	28							1							
Unionville, Nev	3	7															42	
University of Virginia, Va		3	24	37	1													
Upper Sandusky, Ohio	3	5	4	4													13	
Urbana, Ohio	2	5	30	41			1					1						
Utica, N. Y	1	2	136	227				1			2						331	149
Vacaville, Cal	3	8	4	4														6
Vallejo, Cal	3	8	19	48	1	1											4	
Valparaiso, Ind	2	5	57	112							13	1						
Vancouver, Wash	3	8	40	55													386	105
Ventura, Cal	3	8	27	52														
Versailles, Ky	3	5	31	49							1							
Vevay, Ind	3	5	21	41													89	1
Vicksburg, Miss	2	4	164	288	16	1				4	3					1		
Vincennes, Ind	2	5	49	89								2						
Vineland, N. J	2	2	1	1														
Virginia City, Nev	2	8	11	17														
Visalia, Cal	3	8	11	11								1						
Wabash, Ind	3	5	27	51							1							
Waco, Tex	2	11	541	1,614	15					1	1					1	74	22
Wadsworth, Ohio	4	5	2	2														
Wakatomika, Ohio	4	5	6	7													2	5

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Hightstown to Pemberton, N. J	Union Transportation Co	25.29	Oct. 2, 1888	Do.
La José to Hastings, Pa	Cambria and Clearfield	14.38	Feb. 14, 1889	Do.
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Woodstock, Va	...	3	61	91	...	...	...	...	...	...	...	...	...	...	...	...	135	18
Worcester, Mass	1	1	530	874	17	3	...	...	...	1	7	2	...	...	...	...	141	152
Wytheville, Va	...	3	6	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Xenia, Ohio	2	5	33	66	...	...	...	...	...	...	1	...	...	...	...	1	...	...
Yankton, Dak	2	10	107	202	1	1	...	...	...	...	...	1	...	...	2	1	137	16
Yates Centre, Kans	3	7	15	30	1	...	...	...	...	...	...	...	...	...	...	...	5	...
Yazoo City, Miss	3	4	2	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Yonkers, N. Y	2	2	53	178	6	...	3	...	...	...	2	...	...	...	...	...	45	83
York, Pa	2	2	95	166	2	2	...	...	...	...	1	1	...	...	...	...	33	15
Yosemite, Ky	4	5	18	27	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Youngstown, Ohio	2	5	72	135	5	...	...	...	...	...	...	...	...	...	...	...	...	...
Ypsilanti, Mich	2	9	57	63	1	...	1	...	...	...	1	...	...	...	...	1	...	...
Yreka, Cal	3	8	8	31	...	...	...	...	...	...	1	...	...	...	...	...	...	...
Zanesville, Ohio	2	5	238	390	...	...	...	...	...	...	...	...	...	...	...	...	11	14
Other than first or second class	...	1	3, 200	6, 270	175	4	...	25	...	...	54	48	...	...	...	5	6, 536	5, 992
Third and fourth class	...	2	7, 172	14, 248	217	223	113	...	1	5	194	56	1	1	...	14	19, 590	13, 732
Fourth class	...	3	997	1, 106	26	4	1	...	...	...	22	5	...	...	...	2	1, 652	150
Other offices	...	4	1, 509	3, 284	7	6	...	...	...	...	3	1	...	...	...	1	40	4
Do*	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do	3-4	6	5, 150	14, 031	257	27	29	...	...	2	115	47	...	...	...	15	...	...
Do	4	7	5, 633	11, 746	194	151	146	10	15	12	54	46	1	1	1	9	3, 781	2, 143
Do	...	8	1, 815	2, 571	59	11	20	3	...	...	19	5	...	...	...	...	848	970
Do	...	9	1, 112	3, 150	20	23	7	...	...	...	14	1	...	...	...	2	720	178
Do	3-4	10	2, 856	8, 195	85	68	18	...	...	6	52	33	...	...	...	6	34	3
Do	...	11	3, 006	6, 787	113	83	113	1	4	6	30	25	...	...	...	4	963	626

* No report.

RECAPITULATION.

Division.	Incorrect slips returned.	Errors on incorrect slips.	Missent. Letter packages.	Missent. Pouches.	Missent. Registered packages.	Missent. Registered pouches.	Missent. Inner registered sacks.	Missent. Sacks.	Misdirected. Letter packages.	Misdirected. Pouches.	Misdirected. Registered packages.	Misdirected. Registered pouches.	Misdirected. Inner registered sacks.	Misdirected. Sacks.	Errors checked— Against railway postal clerks.	Errors checked— Against postmasters.
First	21, 855	39, 563	640	25	26	26	2	3	292	96	...	...	...	54	16, 893	18, 609
Second	108, 869	223, 316	1, 103	333	144	3	5	35	859	131	2	1	...	159	57, 537	48, 249
Third	17, 112	30, 237	316	26	22	...	1	10	200	22	...	...	1	32	21, 588	8, 015
Fourth	28, 516	57 193	263	35	6	8	4	12	137	24	2	1	1	41	15, 574	1, 348
Fifth	31, 532	64, 232	485	60	16	...	4	25	539	64	...	...	...	98	39, 510	17, 204
Sixth	32, 651	68, 110	653	43	35	...	...	18	348	108	3	...	...	47	14, 286	6, 264
Seventh	48, 394	102, 406	827	259	259	18	27	35	285	95	1	1	6	61	65, 516	25, 143
Eighth	14, 420	24, 635	203	17	47	3	...	5	123	17	...	...	...	17	19, 762	8, 534
Ninth	6, 104	12, 807	136	33	32	...	...	5	64	9	...	...	...	13	6, 598	1, 096
Tenth	12, 935	29, 316	250	98	25	2	...	19	189	54	...	...	2	41	3, 463	857
Eleventh	16, 345	34, 506	238	99	122	2	9	35	70	32	...	...	2	20	9, 819	3, 194
Total	338, 733	686, 411	5, 114	1, 028	734	62	52	202	3, 106	639	8	3	12	583	270, 566	138, 513
Total as per report for fiscal year ended June 30, 1888	363, 356	706, 898	5, 849	777	740	17	53	247	3, 147	646	1	2	7	665	274, 057	156, 818
Decrease	24, 623	20, 487	735	*251	6	*45	1	45	41	7	*7	*1	*5	82	3, 491	18, 305

* Increase.

Chattanooga to Carrollton, Ga	Chatt., Rome and Columbus R. R	138.00	Sept. 24, 1888	New route.
Macon to Cordell, Ga	Georgia Southern and Florida R. R	66.10	Nov. 5, 1888	New route
Cordell to Tifton, Ga	do	39.85	Feb. 4, 1889	
Tifton to Valdosta, Ga	do	47.45	Apr. 1, 1889	
Madison to Athens, Ga	Covington and Macon R. R	84.16	Jan. 21, 1889	Extension of route No. 15053.
New Albany to Pontotoc, Miss	Ship Is'd, Ripley and Ky. R. R	18.74	July 2, 1888	Extension of route No. 18008.
Amory to Aberdeen, Miss	Kan. City, Mem. and Bir. R. R	13.98	July 4, 1888	New route.
Lamont to Rosedale, Miss	Louis., New Orleans and Tex. Rwy	25.63	Apr. 8, 1889	Do.
Pee Dee Junction to Dillon, S. C	Florence R. R	17.56	Aug. 6, 1888	New route.
Dillon to Rowland, N. C	do	9.94	Feb. 4, 1889	
Lancaster to Rock Hill, S. C	Charles., Cincin. and Chicago R. R	23.90	Nov. 5, 1888	Extension of route No. 14027.
Rock Hill, S. C., to Rutherfordton, N. C	do	84.56	Feb. 25, 1889	Do.
Sally to Wagner, S. C	Black., Alston and Newberry R. R	7.69	Dec. 3, 1888	Extension of route No. 14026.
Wagner to Sievern, S. C	do	9.01	Apr. 8, 1889	Do.
Aiken to Edgefield, S. C	Carolina, Cum. Gap and Chic. R. R	24.87	Feb. 25, 1889	New route.
Monroe, N. C., to Chester, S. C	Georgia, Carolina and Northern R. R	45.66	Mar. 25, 1889	Do.

FIFTH DIVISION.

Darlington (n. o.) to Dillon, Ohio	Columbus and Eastern Railroad	9.32	July 1, 1888	New railroad; formerly star-route service.
Zanesville to Columbus, Ohio	do	6.55	July 1, 1888	Thurston and Redfield route extended.
Addison, Mich., to Franklin, Ohio	Cincinnati, Jackson, and Mackinaw R. R	25.72	July 9, 1888	Alvordton and Carlisle service extended from Alvordton, Ohio, to Addison, Mich.
		1.89	Jan. 17, 1889	Addison and Carlisle service extended from Carlisle to Franklin, Ohio.
Zanesville to Marietta, Ohio	Zanesville and Ohio River Railway	20.14	July 11, 1888	Zanesville and Waterford service extended.
Louisville to Harrodsburgh, Ky	Louisville Southern Railroad	84.80	July 16, 1888	New railroad.
Sandusky, Ohio, to Peoria, Ill	Lake Erie and Western Railway	41.08	July 16, 1888	Sandusky and Bloomington service extended.
Perryville to Memphis, Tenn	Tennessee Midland Railway	86.39	July 23, 1888	New railroad established, Jackson to Memphis, Tenn.; formerly star-route service.
		49.10	May 27, 1889	Extended from Jackson to Perryville, Tenn.
Moffatt (n. o.) to Troy, Tenn	Troy and Tiptonville Railroad	4.70	Aug. 22, 1888	New railroad; formerly star-route service.
Columbia, Tenn., to Sheffield, Ala	Nashville and Florence Railroad	29.54	Sept. 3, 1888	Columbia and St. Joseph service extended.
Keathley to Clinton, Tenn	East Tennessee, Virginia and Georgia Railway.	13.83	Sept. 17, 1888	Keathley to Oliver Springs; service extended.
Deshler to Findlay, Ohio	Columbus, Findlay and Northern Railroad	9.49	Oct. 8, 1888	Deshler and McComb service extended.
Iron City to Pinkney, Tenn	Nashville, Florence and Sheffield Railway	11.65	Oct. 15, 1888	New railroad; formerly star-route service.
Ashland, Ky., to Cincinnati, Ohio	Maysville and Big Sandy Railroad	100.94	Oct. 22, 1888	New railroad; Ashland to Augusta, Ky.; formerly steam-boat service.
		44.29	Jan. 15, 1889	Extended to Cincinnati, Ohio.
Marietta to Stewart, Ohio	Marietta, Columbus and Northern Railroad	4.86	Oct. 22, 1888	Marietta and Big Run service extended.
Momence, Ill., to Goodland, Ind	Chicago and Indiana Coal Railway	34.64	Dec. 17, 1888	New railroad.
Richmond, Ind., to Cincinnati, Ohio	Chicago, St. Louis and Pittsburgh R. R	90.27	Jan. 7, 1889	Richmond, Ind., to Hamilton, Ohio, service extended.
Louisville to Henderson, Ky	Louisville, St. Louis and Texas Railway	212.81	Jan. 7, 1889	New railroad service established between Louisville and Owensborough, Ky.
		29.70	Feb. 18, 1889	Extended to Henderson, Ky.
Spring City to Jewett, Tenn	Tennessee Central Railroad	2.99	Jan. 14, 1889	Spring City and Balta service extended.
Dickson to Kimmins, Tenn	Nashville, Chattanooga and St. Louis Ry	3.35	Jan. 21, 1889	Dickson and Ætna service extended.

TABLE K[k].—*Statement of new railroad service established and service extended during the fiscal year ended June 30, 1889*—Continued.

FIFTH DIVISION—Continued.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Remarks.
		Miles.		
Versailles to Georgetown, Ky	Versailles and Midway Railway	10.98	Feb. 11, 1889	Versailles and Midway service extended.
Cincinnati to Cheviot, Ohio	Cincinnati and Westwood Railroad	7.50	May 6, 1889	New railroad; formerly star-route service.
Tullahoma to Bon Air Coal Mine, Tenn	Nashville, Chattanooga and St. Louis Ry	6.55	May 6, 1889	Tullahoma and Sparta service extended.
Findlay to Glandorf, Ohio	American Midland Railroad Co	23.10	May 13, 1889	New railroad; formerly star-route service.
Indianapolis, Ind., to Louisville, Ky	Pennsylvania Company	1.42	June 1, 1889	Route extended from Jeffersonville, Ind., to Louisville, Ky.
SIXTH DIVISION.				
Uva to Wendover, Wyo	Cheyenne and Northern	19.95	July 2, 1888	Cheyenne City and Uva extended.
Chicago to Evanston, Ill	Chicago, Milwaukee and St. Paul	12.60	Sept. 3, 1888	
Blakeman to St. Francis, Kans	Burlington and Mo. River in Nebr	38.89	Sept. 24, 1888	Orleans and Blakeman extended.
Streator to Walnut, Ill	Chicago, Burlington and Quincy	59.92	Sept. 24, 1888	
Des Moines, Iowa, to St. Joseph, Mo	Chicago, St. Paul and Kansas City	161.34	Oct. 1, 1888	
Geneva to Superior, Nebr	Fremont, Elkhorn and Mo. Valley	45.26	Oct. 8, 1888	
Fort Dodge to Lehigh, Iowa	Mason City and Fort Dodge	14.97	Dec. 17, 1888	
Parker City, Ill., to Paducah, Ky	St. Louis, Alton and Terre Haute	41.67	Jan. 1, 1889	Marion and Parker City extended.
St. Louis to St. Peters, Mo	St. Louis, Keokuk and Northwestern	32.46	Jan. 16, 1889	
Glen Rock to Caspar, Wyo	Fremont, Elkhorn and Mo. Valley	24.16	Jan. 28, 1889	Chadron and Glen Rock extended.
Sterling, Colo., to Cheyenne, Wyo	Burlington and Mo. River in Nebr	105.16	Feb. 4, 1889	Elwood and Sterling extended.
Creighton to Veridigris, Nebr	Fremont, Elkhorn and Mo. Valley	11.38	Feb. 17, 1889	Norfolk Junction and Creighton extended.
Talmage to Crete, Nebr	Missouri Pacific	58.45	Mar. 5, 1889	
Wayne to Randolph, Nebr	Chicago, St. Paul, Minn. and Omaha	20.88	Apr. 1, 1889	
Greeley to Ericson, Nebr	Burlington and Mo. River in Nebr	18.64	Apr. 1, 1889	
Chicago to Freeport, Ill	Illinois Central	114.44	June 10, 1889	
SEVENTH DIVISION.				
Aspen Junction (n. o.) to New Castle, Colo	Colorado Midland	25.98	Jan. 9, 1889	Route 38039 established.
Bluff to Anthony, Kans	Saint Louis and San Francisco	10.97	July 26, 1888	Route 33049 extended.
Boonville to Marshall, Mo	Missouri Pacific	33.58	Oct. 13, 1888	Route 28059 extended.
Brownington to Osceola, Mo	Kansas City and Southern	15.45	Feb. 14, 1889	Route 28055 extended.
Chaonia to Williamsville, Mo	Cape Girardeau Southwestern	13.95	Jan. 7, 1889	Route 28045 extended.
Concordia, Kans., to Superior, Nebr	Chicago, Kansas and Western	39.97	Jan. 18, 1889	Route 38038 extended.

Dodge City to Montezuma, Kans	Dodge City, Montezuma and Trinidad	27.57	Dec. 14, 1888	Route 33097 established.
East Lynne to Kansas City, Mo	Kansas City and Southern	50.62	Feb. 14, 1889	Route 28055 extended.
Gypsum to Marquette, Kans	Council Grove, Smoky Valley and Western	27.51	June 21, 1888	Route 33095 established.
Goodland, Kans., to Colorado Springs, Colo	Chicago, Rock Island and Pacific	185.67	Dec. 14, 1888	Route 34050 extended.
Herington to Salina, Kans	do	49.89	Sept. 21, 1888	Route 33096 established.
Joplin to Neosho, Mo	Kansas City, Fort Smith and Southern	20.37	Jan. 29, 1889	Route 28069 established.
Kincaid to Paola, Kans	Kansas City and Pacific	40.15	Jan. 29, 1889	Route 33083 extended.
Leadville to Aspen, Colo	Colorado Midland	80.55	Jan. 9, 1889	Route 38034 extended.
Luray to Waldo, Kans	Salina, Lincoln and Western	5.30	June 18, 1888	Route 33057 extended.
Menager Junction (n. o.) to Leavenworth Station (n. o.), Kans.	Kansas City, Wyandotte and Northwestern	9.89	Feb. 15, 1889	Route 33099 established.
Norton to Goodland, Kans	Chicago, Rock Island and Pacific	106.03	July 26, 1888	Route 34050 extended.
St. Joseph, Mo., to Atchison, Kans	Saint Joseph, Saint Louis and Santa Fé	21.50	Sept. 14, 1888	Route 28067 established.
Waldo to Zurich, Kans	Salina, Lincoln and Western	39.05	Nov. 2, 1888	Route 33057 extended.
Warwick, Kans., to Prosser Station (n. o.), Nebr.	Pacific Railway in Nebraska	72.18	June 9, 1888	Route 33094 established.
Williamsville to Hunter (n. o.), Mo	Cape Girardeau Southwestern	21.43	June 11, 1889	Route 28045 extended.
Willow Springs to Grandin, Mo	Current River	80.92	July 10, 1888	Route 28066 established.
Zurich to Colby, Kans	Union Pacific—Lincoln and Colorado	93.51	Dec. 29, 1888	Route 33098 established.

EIGHTH DIVISION.

Belmont, Wash., to Genesee, Idaho	Spokane and Palouse R. R	61.34	Sept. 17, 1888	Route 43015 extended.
Black Diamond to Franklin, Wash	Columbia and Puget Sound R. R	2.60	Sept. 5, 1888	Route 43007 extended.
Black River Junction (n. o.) to Seattle, Wash	Puget Sound Shore R. R	10.25	Dec. 17, 1888	Route 43012 extended.
Capistrano to Los Angeles Junction (n. o.), Cal.	California Central Rwy	26.06	Sept. 12, 1888	Route 46055 extended.
Cloverdale to Ukiah, Cal	San Fran. and Northern Pacific R. R	28.50	May 8, 1889	Route 46011 extended.
Conrad Station (n. o.) to Tustin City, Cal	Southern Pacific R. R	11.05	Nov. 27, 1888	New service.
Fairbanks to Bisbee, Ariz	Ariz. and Southeastern R. R	36.37	Jan. 28, 1889	Do.
Fresno to Portersville, Cal	Southern Pacific R. R	70.05	Oct. 20, 1888	Do.
Hillsdale to New Almaden, Cal	do	10.20	Oct. 11, 1888	Do.
Huron to Alcalde, Cal	do	20.18	Jan. 29, 1889	Route 46038 extended.
Ignacio Station (n. o.) to Junction S. V. R. R. (n. o.), Cal.	Marin and Napa R. R. Co	7.50	Aug. 3, 1888	New service.
La Cross Junction (n. o.) to Riparia, Wash	Oregon [illegible] and Navigation Co	24.60	Oct. 31, 1888	Do.
Los Angeles to Orange, Cal	California Central Rwy	31.82	Sept. 12, 1888	Do.
Long Valley, Cal., to Liegan Station (n. o.), Nev.	Nevada and California R. R	13.15	Oct. 11, 1888	Route 45005 extended.
Madison to Rock, Cal	Vaca Valley and Clear Lake R. R	23.99	Oct. 8, 1888	Route 46016 extended.
Napa Junction to Santa Rosa, Cal	Southern Pacific R. R	37.59	July 26, 1888	New service.
National City to Tia Juana, Cal	National City and Otay Rwy	13.78	Aug. 24, 1888	Do.
Perris to San Jacinto, Cal	California Central Rwy	20.16	July 10, 1888	Do.
Seattle to Olney, Wash	Seattle, Lake Shore and Eastern Rwy	43.25	Aug. 7, 1888	Do.
Studebaker Station (n. o.) to Whittier, Cal	Southern Pacific R. R	6.69	Mar. 28, 1889	Do.
Templeton to Santa Margarita, Cal	do	13.83	Feb. 21, 1889	Route 46050 extended.
Tia Juana Junction (n. o.) to Oneonta, Cal	National City and Otay Rwy	1.99	Sept. 5, 1888	New service.
Tracy to Newman, Cal	Southern Pacific R. R	37.18	Oct. 13, 1888	Do.
Willow to Fruto, Cal	do	17.10	Apr. 20, 1889	Do.
Woodinville to Snohomish, Wash	Seattle, Lake Shore and Eastern Rwy	14.84	Jan. 7, 1889	Do.

TABLE K[k].—*Statement of new railroad service established and service extended during the fiscal year ended June* 30, 1889—Continued.

NINTH DIVISION.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Remarks.
		Miles.		
Durand to East Saginaw, Mich	Toledo, Ann Arbor and North Michigan	39.96	Mar. 2, 1889	"New service" superseded by R. P. O. service, order April 10, 1889.
Grand Ledge to Grand Rapids, Mich	Detroit, Lansing and Northern	53.95	Sept. 6, 1888	"New service" superseded by R. P. O. service; date of order, October 25, 1888.
Goshen, Ind., to Battle Creek, Mich	C. and St. L. and St. L., S. and B. C	70.77	Feb. 4, 1889	"New service" superseded by R. P. O. service, order May 28, 1889.
Ludington to Stetson, Mich	Mason and Oceana	29.15	July 12, 1888	New service.
Manistee to Onekama, Mich	Manistee and Northeastern	13.76	Mar. 16, 1889	Do.
Mount Pleasant to Cadillac, Mich	Toledo, Ann Arbor and North Michigan	64.67	Aug. 22, 1888	"New service" superseded by the extension of the Mount Pleasant and Toledo R. P. O. to Cadillac, Mich., making the Cadillac and Toledo R. P. O.; date of order, October 16, 1888.

TENTH DIVISION.

Ashland, Wis., to Duluth, Minn	Northern Pacific	71.69	July 12, 1888	New R. R. service.
Freeport, Ill., to Madison, Wis	Illinois Central	63.16	Sept. 15, 1888	Do.
Red Oak, Ill., to Dodgeville, Wis	do	57.35	Sept. 19, 1888	Do.
Benson, Minn., to Watertown, Dak	St. Paul, Minneapolis and Manitoba	92.75	Sept. 19, 1888	Do.
Tomahawk to Minocqua, Wis	Chicago, Milwaukee and St. Paul	30.90	Oct. 23, 1888	Extension of route 26031.
Moorhead, Minn., to Wahpeton, Dak	St. Paul, Minneapolis and Manitoba	45.02	Oct. 31, 1888	New R. R. service.
Tower to Ely, Minn	Duluth and Iron Range	22.08	Nov. 12, 1888	Extension of route 26054.
Watertown to Huron, Dak	Duluth, Watertown and Pacific	70.57	Nov. 26, 1888	New R. R. service.
Church's Ferry to St. John's, Dak	St. Paul, Minneapolis and Manitoba	55.00	Dec. 14, 1888	Do.
Victor to Grantsdale, Mont	Missoula and Bitter Root Valley	15.25	Dec. 14, 1888	Extension of route 36008.
Carman to Fosston, Minn	St. Paul, Minneapolis and Manitoba	44.99	Dec. 21, 1888	New R. R. service.
Helena to Butte City, Mont	Montana Central	78.62	Jan. 5, 1889	Extension of route 36005.
Willmar, Minn., to Sioux Falls, Dak	Willmar and Sioux Falls	148.06	Jan. 5, 1889	New R. R. service.
Evansville to Tintah, Minn	St. Paul, Minneapolis and Manitoba	32.74	Jan. 22, 1889	Do.
Nestoria, Mich., to Iron River, Wis	Duluth, South Shore and Atlantic	167.34	Feb. 4, 1889	Do.
Pratt Junction to Harrison, Wis	Milwaukee, Lake Shore and Western	17.98	Mar. 11, 1889	Do.
Great Falls to Sand Coulee, Mont	St. Paul, Minneapolis and Manitoba	16.18	Mar. 15, 1889	Do.
Phillipsburgh to Rumsey, Mont	Northern Pacific	5.45	Apr. 10, 1889	Extension of route 36004.
Carrington to Sykeston, Dak		13.14	Apr. 17, 1889	New R. R. service.

Dodge City to Montezuma, Kans	Dodge City, Montezuma and Trinidad	27.57	Dec. 14, 1888	Route 33097 established.
East Lynne to Kansas City, Mo	Kansas City and Southern	50.62	Feb. 14, 1889	Route 28055 extended.
Gypsum to Marquette, Kans	Council Grove, Smoky Valley and Western	27.51	June 21, 1888	Route 33095 established.
Goodland, Kans., to Colorado Springs, Colo	Chicago, Rock Island and Pacific	185.67	Dec. 14, 1888	Route 34050 extended.
Herington to Salina, Kans	do	49.89	Sept. 21, 1888	Route 33096 established.
Joplin to Neosho, Mo	Kansas City, Fort Smith and Southern	20.37	Jan. 29, 1889	Route 28069 established.
Kincaid to Paola, Kans	Kansas City and Pacific	40.15	Jan. 29, 1889	Route 33083 extended.
Leadville to Aspen, Colo	Colorado Midland	80.55	Jan. 9, 1889	Route 38034 extended.
Luray to Waldo, Kans	Salina, Lincoln and Western	5.30	June 18, 1888	Route 33057 extended.
Menager Junction (n. o.) to Leavenworth Station (n. o.), Kans.	Kansas City, Wyandotte and Northwestern	9.89	Feb. 15, 1889	Route 33099 established.
Norton to Goodland, Kans	Chicago, Rock Island and Pacific	106.03	July 26, 1888	Route 34050 extended.
St. Joseph, Mo., to Atchison, Kans	Saint Joseph, Saint Louis and Santa Fé	21.50	Sept. 14, 1888	Route 28067 established.
Waldo to Zurich, Kans	Salina, Lincoln and Western	39.05	Nov. 2, 1888	Route 33057 extended.
Warwick, Kans., to Prosser Station (n. o.), Nebr.	Pacific Railway in Nebraska	72.18	June 9, 1888	Route 33094 established.
Williamsville to Hunter (n. o.), Mo	Cape Girardeau Southwestern	21.43	June 11, 1889	Route 28045 extended.
Willow Springs to Grandin, Mo	Current River	80.92	July 10, 1888	Route 28066 established.
Zurich to Colby, Kans	Union Pacific—Lincoln and Colorado	93.51	Dec. 29, 1888	Route 33098 established.

EIGHTH DIVISION.

Belmont, Wash., to Genesee, Idaho	Spokane and Palouse R. R.	61.34	Sept. 17, 1888	Route 43015 extended.
Black Diamond to Franklin, Wash	Columbia and Puget Sound R. R.	2.60	Sept. 5, 1888	Route 43007 extended.
Black River Junction (n. o.) to Seattle, Wash	Puget Sound Shore R. R.	10.25	Dec. 17, 1888	Route 43012 extended.
Capistrano to Los Angeles Junction (n. o.), Cal	California Central Rwy	26.06	Sept. 12, 1888	Route 46055 extended.
Cloverdale to Ukiah, Cal	San Fran. and Northern Pacific R. R.	28.50	May 8, 1889	Route 46011 extended.
Conrad Station (n. o.) to Tustin City, Cal	Southern Pacific R. R.	11.05	Nov. 27, 1888	New service.
Fairbanks to Bisbee, Ariz	Ariz. and Southeastern R. R	36.37	Jan. 28, 1889	Do.
Fresno to Portersville, Cal	Southern Pacific R. R.	70.05	Oct. 20, 1888	Do.
Hillsdale to New Almaden, Cal	do	10.20	Oct. 11, 1888	Do.
Huron to Alcalde, Cal	do	20.18	Jan. 29, 1889	Route 46038 extended.
Ignacio Station (n. o.) to Junction S. V. R. R. (n. o.), Cal.	Marin and Napa R. R. Co	7.50	Aug. 3, 1888	New service.
La Cross Junction (n. o.) to Riparia, Wash	Oregon [illegible] and Navigation Co	24.60	Oct. 31, 1888	Do.
Los Angeles to Orange, Cal	California Central Rwy	31.82	Sept. 12, 1888	Do.
Long Valley, Cal., to Liegan Station (n. o.), Nev.	Nevada and California R. R.	13.15	Oct. 11, 1888	Route 45005 extended.
Madison to Rock, Cal	Vaca Valley and Clear Lake R. R.	23.99	Oct. 8, 1888	Route 46016 extended.
Napa Junction to Santa Rosa, Cal	Southern Pacific R. R.	37.59	July 26, 1888	New service.
National City to Tia Juana, Cal	National City and Otay Rwy	13.78	Aug. 24, 1888	Do.
Perris to San Jacinto, Cal	California Central Rwy	20.16	July 10, 1888	Do.
Seattle to Olney, Wash	Seattle, Lake Shore and Eastern Rwy	43.25	Aug. 7, 1888	Do.
Studebaker Station (n. o.) to Whittier, Cal	Southern Pacific R. R.	6.69	Mar. 28, 1889	Do.
Templeton to Santa Margarita, Cal	do	13.83	Feb. 21, 1889	Route 46050 extended.
Tia Juana Junction (n. o.) to Oneonta, Cal	National City and Otay Rwy	1.99	Sept. 5, 1888	New service.
Tracy to Newman, Cal	Southern Pacific R. R.	87.18	Oct. 13, 1888	Do.
Willow to Fruto, Cal	do	17.10	Apr. 20, 1889	Do.
Woodinville to Snohomish, Wash	Seattle, Lake Shore and Eastern Rwy	14.84	Jan. 7, 1889	Do.

TABLE K[k].—*Statement of new railroad service established and service extended during the fiscal year ended June* 30, 1889—Continued.

NINTH DIVISION.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Remarks.
		Miles.		
Durand to East Saginaw, Mich	Toledo, Ann Arbor and North Michigan	39.96	Mar. 2, 1889	"New service" superseded by R. P. O. service, order April 10, 1889.
Grand Ledge to Grand Rapids, Mich	Detroit, Lansing and Northern	53.95	Sept. 6, 1888	"New service" superseded by R. P. O. service; date of order, October 25, 1888.
Goshen, Ind., to Battle Creek, Mich	C. and St. L. and St. L., S. and B. C	70.77	Feb. 4, 1889	"New service" superseded by R. P. O. service, order May 28, 1889.
Ludington to Stetson, Mich	Mason and Oceana	29.15	July 12, 1888	New service.
Manistee to Onekama, Mich	Manistee and Northeastern	13.76	Mar. 16, 1889	Do.
Mount Pleasant to Cadillac, Mich	Toledo, Ann Arbor and North Michigan	64.67	Aug. 22, 1888	"New service" superseded by the extension of the Mount Pleasant and Toledo R. P. O. to Cadillac, Mich., making the Cadillac and Toledo R. P. O.; date of order, October 16, 1888.

TENTH DIVISION.

Ashland, Wis., to Duluth, Minn	Northern Pacific	71.69	July 12, 1888	New R. R. service.
Freeport, Ill., to Madison, Wis	Illinois Central	63.16	Sept. 15, 1888	Do.
Red Oak, Ill., to Dodgeville, Wis	do	57.35	Sept. 19, 1888	Do.
Benson, Minn., to Watertown, Dak	St. Paul, Minneapolis and Manitoba	92.75	Sept. 19, 1888	Do.
Tomahawk to Minocqua, Wis	Chicago, Milwaukee and St. Paul	30.90	Oct. 23, 1888	Extension of route 25031.
Moorhead, Minn., to Wahpeton, Dak	St. Paul, Minneapolis and Manitoba	45.02	Oct. 31, 1888	New R. R. service.
Tower to Ely, Minn	Duluth and Iron Range	22.08	Nov. 12, 1888	Extension of route 26054.
Watertown to Huron, Dak	Duluth, Watertown and Pacific	70.57	Nov. 26, 1888	New R. R. service.
Church's Ferry to St. John's, Dak	St. Paul, Minneapolis and Manitoba	55.00	Dec. 14, 1888	Do.
Victor to Grantsdale, Mont	Missoula and Bitter Root Valley	15.25	Dec. 14, 1888	Extension of route 36008.
Carman to Fosston, Minn	St. Paul, Minneapolis and Manitoba	44.99	Dec. 21, 1888	New R. R. service.
Helena to Butte City, Mont	Montana Central	78.62	Jan. 5, 1889	Extension of route 36005.
Willmar, Minn., to Sioux Falls, Dak	Willmar and Sioux Falls	148.06	Jan. 5, 1889	New R. R. service.
Evansville to Tintah, Minn	St. Paul, Minneapolis and Manitoba	32.74	Jan. 22, 1889	Do.
Nestoria, Mich., to Iron River, Wis	Duluth, South Shore and Atlantic	167.34	Feb. 4, 1889	Do.
Pratt Junction to Harrison, Wis	Milwaukee, Lake Shore and Western	17.98	Mar. 11, 1889	Do.
Great Falls to Sand Coulee, Mont	St. Paul, Minneapolis and Manitoba	16.18	Mar. 15, 1889	Do.
Phillipsburgh to Rumsey, Mont	Northern Pacific	5.45	Apr. 10, 1889	Extension of route 36004.
Carrington to Sykeston, Dak	do	13.14	Apr. 17, 1889	New R. R. service.

ELEVENTH DIVISION.

Argenta to Altheimer, Ark	St. Louis, Arkansas and Texas	42.95	May 6, 1889	New service.
Dallas to Lancaster, Tex	Missouri, Kansas and Texas	16.01	Apr. 22, 1889	Do.
Fort Smith to Greenwood, Ark	St. Louis, Iron Mountain and Southern	19.02	Apr. 15, 1889	Do.
Gregory to Rockport, Tex	San Antonio and Aransas Pass	21.47	Sept. 17, 1888	Do.
Kildare to Linden, Tex	Kildare and Linden	13.26	Apr. 1, 1889	Do.
Mineola to Troupe, Tex	International and Great Northern	44.54	Mar. 8, 1889	New service, created by curtailing the Denison and Troupe (Tex.) R. P. O. at Mineola, Tex.

TABLE L[1].—*Statement of new railway post-office service established and service extended during the fiscal year ended June 30, 1889.*

FIRST DIVISION.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railway post-office service.	Remarks.
		Miles.		
Boston to Northampton, Mass	Bos. and Me. (Cen. Mass. Div.)	104.04	Jan. 14, 1889	New service.
SECOND DIVISION.				
Edmeston, N. Y., to New Berlin, N. Y	New York, Ontario and Western	7.08	May 14, 1889	Extension of New Berlin and Sidney R. P. O.
Hightstown, N. J., to Pemberton, N. J	Union Transportation Co	25.89	Oct. 4, 1888	Formerly closed-pouch service. Point Pleasant and Philadelphia R. P. O. clerk resumed run between Hightstown, N. J., and Philadelphia; service between Point Pleasant, N. J., and Birmingham, N. J., performed by closed-pouch service.
Jamison City, Pa., to Bloomsburgh, Pa	Bloomsburgh and Sullivan	30.42	Mar. 20, 1889	New R. P. O. service.
Lawrenceville, Pa., to Harrison Valley, Pa	Fall Brook Coal Co	32.42	Nov. 6, 1888	Do.
Thomaston, N. Y., to Long Island City, N. Y	Long Island	14.08	June 4, 1889	New R. P. O. service, covering contract route No. 6120, 7.07 miles, and part of No. 6094, 7.01 miles; balance, 4.35 miles, covered by closed-pouch service.
West, N. Y., to Bradford, Pa	Buffalo, Rochester and Pittsburgh	29.61	Dec. 26, 1888	Extension of Buffalo and West R. P. O. This extension is covered by clerk running as helper from West, N. Y., to Bradford, Pa., in Rochester and Punxsutawney R. P. O. car.
THIRD DIVISION.				
Suffolk, Va., to Amboy, N. C	Suffolk and Carolina	39.96	Aug. 27, 1888	New R. P. O. service.
Pulaski City to Ivanhoe Furnace, Va	Norfolk and Western	32.33	Sept. 3, 1889	Do.
Bristol, Tenn., to Speer's Ferry, Va	South Atlantic and Ohio	41.85	Sept. 26, 1888	Do.
Oxford to Durham, N. C	Richmond and Danville	32.17	Dec. 12, 1888	Keysville and Oxford R. P. O. extended to Durham.
Hamlet to Gibson's Station, N. C	Raleigh and Augusta Air Line	11.13	Dec. 26, 1888	Raleigh and Hamlet R. P. O. extended to Gibson's Station, N. C.
Amboy to Woodley, N. C	Suffolk and Carolina	1.91	Feb. 2, 1889	Suffolk and Amboy R. P. O. extended to Woodley.
Lynchburgh to Roanoke, Va	Norfolk and Western	54.24	Feb. 11, 1889	Baltimore and Bristol R. P. O. curtailed to end at Roanoke, Va., and run of clerks in West Division extended to Lynchburgh, Va., making double daily R. P. O. service over the entire line of the Lynchburgh and Bristol R. P. O.

Durham to Raleigh, N. C	Richmond and Danville	26.20	Feb. 18, 1889	Keysville and Durham R. P. O. extended to Raleigh, N. C. Service between Durham and Raleigh in addition to the Goldsborough and Greensborough R. P. O.
Boykins, Va., to Lewiston, N. C	Roanoke and Tar River	35.25	Feb. 21, 1889	New R. P. O. service.
Norfolk to Belfield, Va	Atlantic and Danville	77.95	May 9, 1889	Do.
Speer's Ferry to Clinchport, Va	South Atlantic and Ohio	1.66	May 27, 1889	Bristol and Speer's Ferry R. P. O. extended to Clinchport.
Washington, D. C., to Huntington, W. Va	Richm'd and Danville and Chesapeake and Ohio.	436	June 22, 1889	New R. P. O. line. Service between Washington, D. C., and Charlottesville, Va., in addition to the Washington and Charlotte R. P. O., and between Charlottesville, Va., and Huntington, W. Va., in addition to the Richmond and Huntington R. P. O.

FOURTH DIVISION.

Chattanooga, Tenn., to Meridian, Miss	Ala. Great Southern R. R	295.60	Jan. 1, 1889	Service on night trains, making double daily.
Sheffield to Jasper, Ala	Shef., Birm. Coal, Iron and Rwy	87.70	Aug. 28, 1888	New railroad.
Childersburgh to Birmingham, Ala	Savannah and Western Rwy	42.21	Sept. 24, 1888	Childersburg and Columbus R. P. O. extended.
Selma to Mobile, Ala	Mobile and Birmingham R. R	163.22	Nov. 12, 1888	New railroad.
Eufaula to Ozark, Ala	Savannah and Western Rwy	59.50	Dec. 10, 1888	Superseding closed-pouch service.
Rome, Ga., to Attalla, Ala	Rome and Decatur R. R	63.70	Nov. 12, 1888	New railroad.
Attalla to Anniston, Ala	Anniston and Cincinnati R. R	35.99	Dec. 3, 1888	Do.
Ocala to Homosassa, Fla	Silver Springs, Ocala and Gulf R. R	48.98	Feb. 4, 1889	Superseding closed-pouch service.
Tarpon Springs to St. Petersburg, Fla	Orange Belt	33.08	July 16, 1888	Extension of Monroe and Tarpon Spring R. P. O.
Sanford to Monroe, Fla	Jacksonville, Tampa and Key West	4	May 1, 1889	Do.
Wildwood to Plant City, Fla	Fla. Cent. and Peninsula R. R	65.80	Feb. 7, 1889	Superseding closed-pouch service.
Macon to Albany, Ga	Southwestern R. R	107	July 1, 1888	Service increased to double daily.
Zebulon to Culloden, Ga	Atlanta and Florida R. R	25.53	Aug. 6, 1888	Atlanta and Zebulon R. P. O. extended.
Culloden to Fort Valley, Ga	do	28.35	Sept. 17, 1888	Atlanta and Culloden R. P. O. extended.
Chattanooga, Tenn., to Carrollton, Ga	Chattanooga, Rome and Columbus R. R	138	Sept. 24, 1888	New railroad.
Macon to Cordele, Ga	Georgia Southern and Fla. R. R	66.10	Nov. 5, 1888	Do.
Cordele to Valdosta, Ga	do	87.30	Apr. 1, 1889	Do.
Madison to Athens, Ga	Covington and Macon Rwy	34.16	Jan. 21, 1889	Extension of Madison and Macon R. P. O.
Atlanta to Macon, Ga	East Tenn., Va. and Georgia Rwy	88	Mar. 15, 1889	Night line extended, making double daily.
Camak to Macon, Ga	Georgia R. R	78.59	Feb. 15, 1889	Service on night trains, making double daily.
Cairo, Ill., to New Orleans, La	Illinois Central R. R	552.58	Nov. 10, 1888	Service increased to double daily.
New Albany to Pontotoc, Miss	Ship Isl'd, Ripley and Ky. R. R	18,74	July 2, 1888	Middleton and New Albany R. P. O. extended to Pontotoc.
Asheville, N. C., to Hot Springs, N. C	Richmond and Danville R. R	87	July 15, 1888	Asheville and Columbia R. P. O. extended.
Lancaster to Rock Hill, S. C	Charles., Cincinnati and Chic. R. R	23.90	Nov. 5, 1888	Lancaster and Kingsville R. P. O. extended.
Rock Hill, S. C., to Rutherfordton, N. C	do	84.50	Feb. 25, 1889	Do.
Postal car service established:				
Chattanooga, Tenn., to Meridian, Miss	Ala., Grt. Southern R. R	295.60	Oct. 1, 1888	One line of 40-ft. cars on trains 5 and 6.
Atlanta to Albany, Ga	Central R.R., Southwestern R. R	210	Nov. 3, 1888	One line of 40-ft. cars on trains 2-5 and 6-13.
Meridian, Miss., to New Orleans, La	New Orleans and Northeastern R. R	196.30	Apr. 1, 1889	One line of 40-ft. cars on trains 1 and 6.
Albany to Waycross, Ga	Brunswick and Albany R. R	111.56	Dec. 16, 1888	One line of 40-ft. cars on trains 1 and 10.

TABLE L.—*Statement of new railway post-office service established and service extended during the fiscal year ended June* 30, 1889—Continued.

FIFTH DIVISION.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railway post-office service.	Remarks.
		Miles.		
Zanesville to Columbus, Ohio	Columbus and Eastern Railroad	6.55	July 1, 1888	Redfield and Columbus R. P. O. extended.
Addison, Mich., to Franklin, Ohio	Cincinnati, Jackson and Mackinaw R. R.	41.21	July 9, 1888	Bryan and Carlisle R. P. O. extended from Bryan, Ohio, to Addison, Mich.
		1.89	Jan. 18, 1889	Addison and Carlisle R. P. O. extended from Carlisle to Franklin, Ohio.
Zanesville to Marietta, Ohio	Zanesville and Ohio River Railway	20.14	July 11, 1888	Zanesville and Waterford R. P. O. extended.
Sandusky, Ohio, to Peoria, Ill	Lake Erie and Western Railway	41.08	July 16, 1888	Sandusky and Bloomington R. P. O. extended.
Louisville to Burgin, Ky	Louisville Southern Railroad	84.80	July 16, 1888	New R. P. O. service established between Louisville and Harrodsburgh, Ky.
		4.79	Nov. 27, 1888	Extended to Burgin, Ky.
Perryville to Memphis, Tenn	Tennessee Midland Railway	86.39	July 23, 1888	New R. P. O. service established between Jackson and Memphis, Tenn.
		49.10	June 6, 1889	Extended to Perryville, Tenn.
Georgetown to Cincinnati, Ohio	Cincinnati, Georgetown and Portsmouth R. R.	47.86	Aug. 7, 1888	Additional R. P. O. service placed on trains 5 and 2 of this line.
Corbin to Pineville, Ky	Louisville and Nashville Railroad	31.43	Aug. 24, 1888	New R. P. O. service. Service not satisfactorily performed by closed pouches.
Nashville, Tenn., to Sheffield, Ala	Nashville and Florence Railroad	29.54	Sept. 3, 1888	Nashville and St. Joseph R. P. O. extended.
Huntington, W. Va., to Cincinnati, Ohio	Maysville and Big Sandy Railroad	100.94	Oct. 22, 1888	New R. P. O. service established between Ashland and Augusta, Ky.
		44.29	Jan. 15, 1889	Ashland and Augusta R. P. O. extended from Augusta, Ky., to Cincinnati, Ohio.
		15	Feb. 18, 1889	Ashland and Cincinnati R. P. O. extended from Ashland, Ky., to Huntington, W. Va.
		160.28	May 12, 1889	Additional R. P. O. service placed on night trains in apartment cars.
Pittsburgh, Pa., to St. Louis, Mo	P., C. and St. L., C., St. L. and P., and T. H. and I. Railroads.	625.65	Ordered Oct. 29, 1888.	One additional line of railway post-office cars 60 ft. in length established, to supersede one line of 40-ft. cars. Date of commencement to be subsequently stated.
Huntington, W. Va., to Louisville, Ky	Maysville and Big Sandy, Elizabethtown, Lexington and Big Sandy, and Louisville and Nashville Railroads.	94.95	Dec. 3, 1888	Additional R. P. O. service placed on trains Nos. 17 and 22 of this line between Lexington and Louisville, Ky., in apartment cars.
Koathley to Knoxille, Tenn	East Tennessee, Virginia and Georgia Ry.	53	Dec. 27, 1888	New R. P. O. service. Service not satisfactorily performed by closed pouches.

Momence, Ill., to Brazil, Ind	Chicago and Indiana Coal Railway	34.64	Dec. 27, 1888	Run of La Crosse and Brazil R. P. O. changed to cover Momence and Goodland contract route.
Louisville to Henderson, Ky	Louisville, St. Louis and Texas Railway	112.81	Jan. 7, 1889	New R. P. O. service established between Louisville and Owensborough, Ky.
		20.70	Feb. 18, 1889	Extended to Anderson, Ky.
Toledo, Ohio, to St. Louis, Mo.	Wabash, St. Louis and Pacific Railway	436.56	Jan. 1?, 1889	Establishment of additional line of railway post-office cars 50 feet in length.
Dickson to Kimmons, Tenn	Nashville, Chattanooga and St. Louis Ry	3.35	Jan. 21, 1889	Dickson and Ætna R. P. O. extended.
Grafton, W. Va., to Chicago, Ill	Baltimore and Ohio Railroad	560.24	Ordered Feb. 28, 1889.	Establishment of line of railway post-office cars 60 feet in length. Date of commencement of service to be stated in a subsequent order.
Cincinnati, Ohio, to Chattanooga, Tenn	Cin., New Orl. and Texas Pacific Railway	338.70	Ordered Mar. 16, 1889.	Two lines of railway post-office cars 50 feet in length established to supersede two lines of 40-feet cars from July 1, 1889.
Grafton, W. Va., to Cincinnati, Ohio Cincinnati, Ohio, to St. Louis, Mo.	Balto. and Ohio, Cin., Wash. and Balto., and Ohio and Miss. Railroads.	299.80 338.14	Mar. 19, 1889 Mar. 19, 1889	Establishment of two lines of railway post-office cars 60 feet in length, to supersede two lines of 50-feet cars; pay not to commence prior to July 1, 1889.
Cleveland to Bellaire, Ohio	Cleveland, Lorain and Wheeling Railroad	2.36	Mar. 21, 1889	Cleveland and Wheeling R. P. O. extended.

SIXTH DIVISION.

Wendover to Cheyenne, Wyo	Cheyenne and Northern	122.95	July 2, 1888	
Red Cloud to Oxford, Nebr	Burlington and Mo. River in Nebr	64.70	July 20, 1888	Kansas City and Red Cloud short run extended.
Cherokee, Iowa, to Sioux Falls, Dak	Cherokee and Dakota	60.70	Aug. 7, 1888	
Curtis, Nebr., to Sterling, Colo	Burlington and Mo. River in Nebr	157.08	Aug. 10, 1888	Edgar and Curtis extended.
North Platte, Nebr., to Cheyenne, Wyo	Union Pacific	225.41	Sept. 6, 1888	Omaha and North Platte short run extended.
Blakeman to St. Francis, Kans	Burlington and Mo. River in Nebr	38.89	Sept. 24, 1888	Orleans and Blakeman extended.
Des Moines, Iowa, to St. Joseph, Mo	Chicago, St. Paul and Kansas City	161.34	Oct. 2, 1888	Des Moines, Savannah and St. Joseph R. P. O.
Geneva to Superior, Nebr	Fremont, Elkhorn and Mo. Valley	116.49	Oct. 18, 1888	Linwood and Geneva extended.
Sioux City, Iowa, to South Sioux City, Nebr	Chicago, St. Paul, Minn., and Omaha	1.15	Dec. 20, 1888	Covington and Norfolk extended.
Sterling, Colo., to Cheyenne, Wyo	Burlington and Mo. River in Nebr	105.16	Feb. 4, 1889	Edgar and Sterling extended.
Talmage to Crete, Nebr	Missouri Pacific	58.10	Apr. 5, 1889	
Cherokee to Onawa, Iowa	Cherokee and Dakota	60.70	Apr. 23, 1889	
Chicago to Freeport, Ill	Illinois Central	114.44	June 10, 1889	Chicago, Irene and Dubuque R. P. O.
Yates City to Canton, Ill	Chicago, Burlington and Quincy	17	June 14, 1889	Buda and Yates City extended.

SEVENTH DIVISION.

Beatrice to Lincoln, Nebr	Union Pacific	89.86	July 26, 1888	Beatrice, Nebr., and Manhattan, Kans., R. P. O. extended.
Bluff to Anthony, Kans	St. Louis and San Francisco	10.97	July 28, 1888	Beaumont and Bluff, Kans., R. P. O. extended.
Boonville to Lexington, Mo	Missouri Pacific	86	Nov. 6, 1888	Boonville and Lexington, Mo., R. P. O. established.
Chaonia to Williamsville, Mo	Cape Girardeau and Southwestern	13.95	Jan. 18, 1889	Cape Girardeau and Chaonia, Mo., R. P. O. extended.
Concordia, Kans., to Superior, Nebr	Chicago, Kansas and Western	39.97	Jan. 23, 1889	Concordia and Strong, Kans., R. P. O. extended.
Dexter to Arkansas City, Kans	Grouse Creek	26.26	May 14, 1889	Covered last year by closed-pouch service.

TABLE L.—*Statement of new railway post-office service established and service extended during the fiscal year ended June* 30, 1889—Continued.

SEVENTH DIVISION—Continued.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railway post-office service.	Remarks.
		Miles.		
East Lynne to Kansas City, Mo Brownington to Osceola, Mo	Kansas City and Southern	66.07	Mar. 1, 1889	East Lynne and Brownington, Mo., R. P. O. extended, to begin at Kansas City and end at Osceola, Mo.
Grandin to Willow Springs, Mo	Current River	80.92	July 26, 1888	Grandin and Willow Springs, Mo., R. P. O. established.
Goodland, Kans., to Colorado Springs, Colo	Chicago, Rock Island and Pacific	185.67	Feb. 11, 1889	St. Joseph, Mo., and Goodland, Kans., R. P. O. extended.
Gypsum to Marquette, Kans	Council Grove, Smokey Valley and Western	27.51	*July 10, 1888	Service performed by Kansas City, Salina and Pueblo R. P. O.
Herrington to Salina, Kans	Chicago, Rock Island and Pacific	49.89	Nov. 14, 1888	Herrington and Salina, Kans., R. P. O. established.
Kincaid to Paola, Kans	Kansas City and Pacific	40.15	Mar. 1, 1889	Kincaid and Coffeyville, Kans., R. P. O. extended.
Luray to Waldo, Kans	Union Pacific, Lincoln and Colorado	5.30	July 2, 1888	Salina and Luray, Kans., R. P. O. extended.
McFarland to Topeka, Kans	Chicago, Rock Island and Pacific	32.52	Dec. 4, 1888	McFarland and Belleville, Kans., R. P. O. extended.
Norton to Goodland, Kans	do	106.03	Aug. 6, 1888	St. Joseph, Mo., and Norton, Kans., R. P. O. extended.
Prosser, Nebr., to Yuma (n. o.), Kans	Pacific in Nebraska	103	June 25, 1888	Prosser, Nebr., and Yuma (n. o.), Kans., established.
St. Joseph, Mo., to Atchison, Kans	St. Joseph, St. Louis and Santa Fé	21.50	Sept. 19, 1888	Henry and St. Joseph, Mo., R. P. O. extended.
Springfield, Mo., to Memphis, Tenn	Kansas City, Fort Scott and Memphis	284.66	*Nov. 15, 1888	Double daily service on Kansas City, Mo., and Memphis, Tenn., R. P. O. extended.
St. Joseph, Mo., to Phillipsburgh, Kans	Chicago, Rock Island and Pacific	283.80	*Dec. 24, 1888	Double daily service on St. Joseph, Mo., and Goodland, Kans., R. P. O. established.
Waldo to Zurich, Kans	Union Pacific, Lincoln and Colorado	39.05	Nov. 27, 1888	Salina and Waldo, Kans., R. P. O. extended.
Williamsville to Hunter (n. o.), Mo	Cape Girardeau and Southwestern	24.43	June 21, 1889	Cape Girardeau and Williamsville, Mo., R. P. O. extended.
Wichita to Halstead, Kans	St. Louis and San Francisco	25.10	*Oct. 20, 1888	Double daily service on St. Louis, Mo., and Halstead, Kans., R. P. O. extended.
Zurich to Oakley, Kans	Union Pacific, Lincoln and Colorado and Oakley and Colby.	114	Jan. 2, 1889	Salina and Zurich, Kans., R. P. O. extended.

* Commenced.

EIGHTH DIVISION.

Albany to Yaquina, Oregon	Oregon Pacific R. R	85.16	Oct. 25, 1888	Albany and Yaquina established.
Cloverdale to Ukiah, Cal	San Fran. and North Pacific R. R	28.50	May 8, 1889	Cloverdale and San Francisco extended.
Deming, N. Mex., to El Paso, Tex	Southern Pacific R. R	88.20	Dec. 26, 1888	Deming, N. Mex., and Los Angeles, Cal., extended
Eureka to Hydesville, Cal	Eel River and Eureka R. R	26.70	May 29, 1889	New service.

Farmington, Wash., to Pendleton, Oregon	Oregon Rwy. and Navigation Co	190.40	Nov. 2, 1888	The Dayton, Washington, and Umatilla, Oregon, and the Moscow, Idaho, and Connell Wash., R. P. O.'s. were discontinued by the establishment of this line.
Los Angeles to National City, Cal	Cal. Cent. Rwy. and Cal. Southr. R. R.	83	Oct. 6, 1888	Length of line, 132 miles; Los Angeles Junction to National City (49 miles) was covered last year by San Bernardino and National City R. P. O.
Sacramento to San Francisco, Cal	Southern Pacific R. R	88.79	Sept. 4, 1888	Portland, Oregon, and Sacramento, Cal., R. P. O. extended, additional to Ogden and San Francisco R. P. O.
San Bernardino to Orange, Cal	Cal. Cent. Rwy. and Cal. Southr. R. R	47	Apr. 29, 1889	New service. Service between San Bernardino and East Riverside in addition to San Bernardino and Oceanside.
Seattle to Tacoma, Wash	N. P. C. and P. S. and P. S. S. R. R. Co	42	Dec. 4, 1888	New service. Service between Puyallup Junction (n. o.) and Tacoma additional to Spokane Falls and Portland R. P. O.
Spokane Falls, Wash., to Genesee, Idaho	Spokane and Palouse Rwy	113.31	Oct. 2, 1888	New service. Service between Spokane Falls and Marshall in addition to Spokane Falls and Portland.
Templeton to Santa Margarita, Cal	Southern Pacific R. R	13.88	Mar. 16, 1889	San Francisco and Templeton extended.

NINTH DIVISION.

Battle Creek, Mich., to Goshen, Ind	C. and St. L. and St. L. S. and B. C	70.77	May 28, 1889	New service.
Cadillac, Mich., to Toledo, Ohio	Toledo, Ann Arbor and North Michigan	236.39	Oct. 16, 1888	Extending service from Mount Pleasant to Cadillac, Mich., increasing distance 64.57 miles.
Durand to East Saginaw, Mich	do	39.96	Apr. 10, 1889	New service.
Grand Ledge to Grand Rapids, Mich	Detroit, Lansing and Northern	53.95	Oct. 25, 1888	Do.

TENTH DIVISION.

Marquette to Mackinaw City, Mich	Dul., So. Shore and Atl	155	July 23, 1888	Marquette and Houghton R. P. O. changed and extended.
Sault de Ste. Marie to Gladstone, Mich	Minn., St. P. and Sault de Ste. Marie	152	Aug. 9, 1888	Sault de Ste. Marie and Gladstone R. P. O. established.
Menominee, Mich., to Milwaukee, Wis	Chicago and Northwest	180.85	Aug. 29, 1888	Menominee and Milwaukee R. P. O. established.
Minneapolis to St. Paul, Minn	Minn., St. Paul and Sault de Ste. Marie	20.20	Aug. 21, 1888	Minneapolis and Oakes R. P. O. changed and extended to St. Paul. Afterward (May 29, 1889) curtailed to end at Minneapolis, Minn., decreasing distance 19.80 miles.
Madison, Wis., to Freeport, Ill	Illinois Central	63.16	Sept. 21, 1888	Madison and Freeport R. P. O. established.
Bruce to Rhinelander, Wis	Minn., St. Paul and Sault de Ste. Marie	84.73	Oct. 1, 1888	Bruce and Minneapolis R. P. O. changed and extended.

TABLE L[1].—*Statement of new railway post-office service established and extended during the fiscal year ended June* 30, 1889—Continued.

TENTH DIVISION—Continued.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railway post-office service.	Remarks.
		Miles.		
Crookston to Barnesville, Minn	St. Paul, Minn. and Manitoba	80.49	Nov. 9, 1888	Barnesville and Minot R. P. O. changed and extended.
Boundary Line (n. o.), Dak., to St. Paul, Minn	do	10.02	Nov. 9, 1888	Boundary Line (n. o.) and St. Paul R. P. O. changed to run from Boundary Line (n. o.), Dak., via Neche and Fargo, Dak., and Barnesville, Minn., to St. Paul, Minn., instead of from Boundary Line (n. o.), Minn., via St. Vincent, Crookston, and Barnesville to St. Paul, Minn.
Fargo, Dak., Willmar to St. Paul, Minn	do	267.88	Nov. 9, 1888	Neche and St. Paul R. P. O. discontinued, and Fargo, Willmar, and St. Paul R. P. O. established.
Boundary Line (n. o.), Dak., to St. Paul, Minn	do	210.03	Nov. 10, 1888	40-foot R. P. O. car line authorized between Barnesville and Minneapolis, Minn. These cars formerly ran between Barnesville and Minneapolis over route 26006.
St. Paul, Minn., to McGregor, Iowa	Chi., Mil. and St. Paul	212.53	Nov. 15, 1888	Chicago, McGregor, and St. Paul R. P. O. curtailed, and St. Paul and McGregor R. P. O. established.
Sioux Falls to Mitchell, Dak	Chi., St. Paul, Minn. and Omaha	71.90	Dec. 4, 1888	Worthington and Sioux Falls R. P. O. changed and extended.
Mandan, Dak., to Spokane Falls, Wash	Northern Pacific	382	Dec. 20, 1888	Helena and Portland R. P. O. taken up and discontinued between Helena, Mont., and Spokane Falls, Wash., and Mandan and Helena R. P. O. changed and extended.
Benson, Minn., to Huron, Dak	St. Paul, Minn. and Man. and Dul., Wat. and Pac.	161.74	Dec. 13, 1888	Benson and Huron R. P. O. established.
Helena to Butte, Mont	Montana Central	73.62	Jan. 9, 1889	Helena and Butte R. P. O. established.
Missoula to Grantsdale, Mont	Missoula and Bitter Root Valley	51	Jan. 10, 1889	Missoula and Grantsdale R. P. O. established.
Fort Howard, Wis., to Chicago, Ill	Chicago and Northwest	91.10	Mar. 13, 1889	Additional 50-foot car line authorized between Chicago, Ill., and Janesville, Wis.
Chicago, Ill., to Winona, Minn	do	240.56	Mar. 13, 1889	Additional 50-foot car line authorized.
Chicago, Ill., to Minneapolis, Minn	Chi., Mil. and St. Paul	104.83	Apr. 17, 1889	40-foot R. P. O. car line authorized between Portage and La Crosse, Wis.

[illegible], Ark., to Wagner, Ind. T	Kansas and Arkansas Valley	89.28	Sept. 17, 1888	Do.
Galveston, Ark., to Shreveport, La	St. Louis, Arkansas and Texas	61.04	July 19, 1888	Do.
Houston to Eagle Pass, Tex	Galveston, Henderson and San Antonio	386.70	Aug. 13, 1888	Double service between Houston and San Antonio, Tex.
Kiowa, Kans., to Panhandle, Tex	Southern Kansas	217.20	Dec. 4, 1888	New service.
Memphis, Tenn., to Bald Knob, Ark	St. Louis, Iron Mountain and Southern	93.71	Aug. 20, 1888	Do.
Memphis, Tenn., to Little Rock, Ark	Memphis and Little Rock	136	June 15, 1889	Double service.
Newton, Kans., to Galveston, Tex	Atchison, Topeka and Santa Fé; Gulf, Colorado and Santa Fé.	759.31	Dec. 20, 1888	Extended from Newton, Kans., to Galveston, Tex. This extension takes up and discontinues the Gainesville and Galveston, Tex., R. P. O.
Paris to Weatherford, Tex	Gulf, Colorado and Santa Fé	192.35	Dec. 15, 1888	This extension takes up and discontinues the Dallas and Weatherford, Tex., R. P. O.
Taylor to Fayetteville, Tex	Taylor, Bastrop and Houston	83.29	Aug. 6, 1888	Extended service.
Temple to San Angelo, Tex	Gulf, Colorado and Santa Fé	237.40	Oct. 29, 1888	Do.
Taylor to San Antonio, Tex	International and Great Northern	116.50	June 16, 1889	Formerly a part of the Denison and San Antonio, Tex., R. P. O. A change of time on the International and Great Northern R. R. broke connection at Taylor, Tex., causing the establishing of the Taylor and San Antonio, Tex., R. P. O.

TABLE Mm.—*Statement of annual salaries of railway postal clerks on June 30, 1889.*

Class.	Annual salary.	Number of railway postal clerks.	Aggregate annual salary.	Class.	Annual salary.	Number of railway postal clerks.	Aggregate annual salary.
Fifth	$1,400	63	$88,200	First	$650	3	$1,950
Fifth	1,300	570	741,000	First	640	4	2,560
Fourth	1,150	663	762,450	First	630	2	1,260
Third	1,000	1,622	1,622,000	First	610	3	1,830
Second	900	746	671,400	First	600	43	25,800
Second	890	3	2,670	First	580	2	1,160
Second	880	11	9,680	First	570	2	1,140
Second	870	8	6,960	First	560	1	560
Second	860	17	14,620	First	540	1	540
Second	850	5	4,250	First	530	1	530
Second	840	7	5,880	First	520	2	1,040
Second	820	5	4,100	First	510	2	1,020
Second	810	5	4,050	First	500	5	2,500
First	800	1,496	1,196,800	First	480	4	1,920
First	790	7	5,530	First	420	2	840
First	780	5	3,900	First	410	2	820
First	770	4	3,080	First	400	4	1,600
First	760	8	6,080	First	370	1	370
First	750	4	3,000	First	360	1	360
First	740	5	3,700	First	320	1	320
First	730	4	2,920	First	300	0	3,000
First	720	28	20,160	First	240	1	240
First	710	7	4,970	First	150	2	300
First	700	27	18,900	First	120	2	240
First	690	4	2,760	First	100	1	100
First	680	6	4,080	First	75	11	75
First	670	2	1,340	First	12	5	60
First	660	3	1,980	First	1	5	5
				Total		5,448	5,268,600

EXHIBIT 1.

Statement of miles traveled by railway postal clerks in the performance of duty during the fiscal year ended June 30, 1889.

FIRST DIVISION.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
Alton Bay and Dover	28.42	12	1	35,468	35,468	
Athol and Springfield	48.34	6	1	30,164	30,164	
Augusta and Portland	63.39	6	1	(1)	(1)	[1] This clerk runs in connection with Skowhegan and Portland R. P. O., the three clerks performing the service of the two R. P. O's. [1] Shown in columns 5 and 6 Skowhegan and Portland R. P. O.
Bangor and Bar Harbor	51	6	1	31,824	.....	
Bangor and Boston:						
Night run	245.90	7	12	538,521	[1]44,876	
Day run	245.90	6	16	613,766	38,360	
Short stops	108.80	...	4	{[1]79,424 / [2]67,891}	39,712 / 33,945	[1] Night. [2] Day. Between Portland and Boston.
Bangor and Bucksport	20.07	12	1	25,046	25,046	
Bath and Lewiston	28.47	12	1	35,530	35,530	
Belfast and Burnham	33.95	12	1	42,368	42,368	
Boston and Albany:						
Day run	203.25	6	12	380,484	31,707	
Night run	203.25	7	12	445,117	37,093	
Short run	99.44	6	6	186,151	31,025	
Helpers	99.44	...	2	62,050	31,025	Between Springfield and Boston.
Helpers	103.81	..	4	{[1]64,777 / [2]75,781}	32,388 / 37,890	[1] Day. [2] Night. Between Springfield and Albany.
Boston, Clinton and Fitchburg	62.49	6	1	38,993	38,993	

Statement of miles traveled by railway postal clerks, etc.—Continued.

FIRST DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
Boston and Greenville	60.33	6	1	37,645	37,645	
Boston and Hopewell Junction	215.23	6	4	134,303	33,575	
Short run	118.30	6	2	73,819	36,909	
Short stop	86.13	....	1	35,830	35,830	Between Boston and Willimantic
Second clerks	153.43	....	3	95,740	31,913	
Boston, Nashua and Keene	96.22	6	2	60,041	30,020	
Boston and Northampton	104.71	6	1	30,156	30,156	From January 14, 1889.
Boston, Providence and New York.	233.07	7	12	510,423	42,535	
Short stops	105.35	....	2	76,905	38,452	Between New York and Saybrook.
Boston, Springfield and New York:						
Day run	235.17	6	24	880,476	36,686	
Night run	235.17	7	36	1,545,066	42,918	
Messengers	235.17	7	4	171,674	42,918	
Short run	135.73	6	12	259,908	21,659	
Short stops; night run	109.73	..	4	159,766	39,941	Between New York and Hartford.
Short stops; short run	.....	....	4	146,995	36,749	There are twelve clerks on this line who run one way a day, and four short-stops who double the road between New York and Springfield three days and New York and Meriden three days. The Sunday run is divided among the sixteen clerks.
Boston and Troy:						
A. m	191.04	6	8	238,417	29,802	
P. m	191.04	6	8	238,417	29,802	
Short stops	71.67	....	2	44,722	22,361	Between Troy and Shelburne Falls.
Boston and Wellfleet:						
A. m	106.56	6	4	132,986	33,246	
P. m	106.56	6	4	132,986	33,246	1 clerk detailed from Boston, Springfield and New York R. P. O., as short stops.
Boundary Line and Presque Isle	39.00	6	1	24,336	24,336	
Brattleborough and Palmer	56.33	6	1	35,149	35,149	
Cambridge Junction and Burlington.	34.47	6	1	21,509	21,509	
Canton and Mechanic Falls	25.52	6	1	15,924	15,924	
Claremont and Boston	129.84	6	2	81,020	40,510	
Danbury and South Norwalk	23.61	12	1	29,464	29,464	
Essex Junction and Boston	241.86	6	8	301,841	37,730	
Farmington and Lewiston	47.12	6	1	29,402	29,402	
Greenville and Bangor	91.03	6	1	56,802	56,802	
Hartford and Millerton	70.96	12	2	88,558	44,279	
Hartford and Saybrook	45.36	12	2	56,608	28,304	
Keene and South Vernon	24.35	12	1	30,388	30,388	
Lancaster and Boston	212.03	6	6	198,460	33,076	
Litchfield and Hawleyville	32.75	6	1	22,395	22,395	From Dec. 31, 1888, Litchfield and Bethel, to Dec. 30, 1888.
Lowell and Ayer	16.98	12	1	21,190	21,190	
Lowell and Taunton	62.01	12	2	77,388	38,694	
Manchester, Lawrence, and Boston.	53.85	[1]12	2	50,150	25,075	[1]Double service between Manchester and Lawrence.
Manchester and Peterborough	63.37	6	1	39,542	39,542	
New Hartford and Farmington	14.30	12	1	17,846	17,846	
New Haven and New York	77.05	6	1	48,079	36,059	This clerk is relieved every fourth week, by W. Winsted, a Bridgeport clerk.
New London and New Haven	51.81	12	2	64,658	32,329	
Newburyport and Boston	40.63	12	2	50,706	25,353	
Newport and Springfield:						
Day	229.60	6	8	286,540	35,817	
Night	229.60	6	8	286,540	35,817	
Short run	124.39	6	2	77,619	38,809	
Short stops	120.00	....	2	74,880	37,440	
North Adams and Pittsfield	21.43	12	1	26,744	26,744	
North Anson and Portland	104.17	6	2	65,002	32,501	These clerks run between Oakland and Portland, with Skowhegan and Portland clerks as assistants.

Statement of miles traveled by railway postal clerks, etc—Continued.

FIRST DIVISION—Continued.

Railway postoffice.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
North Conway and Boston	139.37	12	6	224,615	37,435	Double service between Wolfboro Junction and Portsmouth.
Palmer and New London	65.30	6	1	40,747	40,747	
Peterborough and Worcester	53.80	6	1	33,571	33,571	
Pittsfield and Bridgeport	110.49	13	4	149,603	37,400	
Pittsfield and Hooksett	20.35	6	1	12,698	12,698	
Plymouth and Concord	51.40	6	1	32,073	32,073	
Portland and Boston:						
A. m	116.70	6	6	218,462	36,410	
P. m	116.70	6	4	145,641	36,410	
Portland and Island Pond	149.78	6	3	93,462	31,154	
Helpers	149.78	..	2	93,462	46,731	
Short run	92.16	6	2	57,507	28,753	
Portland and Rochester	52.74	3	1	32,908	32,908	Clerk appointed to Portland and Worcester R. P. O.
Portland and Swanton	232.90	6	4	145,329	36,332	
Short run	72.87	6	1	45,470	45,470	
Portland and Worcester	147.34	6	6	183,880	30,646	
Portland (short run)	46.76	6	1	29,178	29,178	
Portsmouth and Concord	59.25	6	1	36,972	36,972	
Portsmouth and Manchester	41.52	6	1	25,908	25,908	
Providence and New London	65.24	12	2	81,418	40,709	
Providence and Pascoag	23.75	12	1	29,640	29,640	
Providence and Willimantic	59.04	6	1	36,840	36,840	
Richford and St. Albans	28.91	6	1	18,039	18,039	
Rockland and Portland	88.42	6	2	55,174	30,461	
Short run	58.03	6	1	36,210		These three clerks perform the service of the long and short run.
Rutland, Bennington, and Troy	85.19	6	2	53,158	26,579	
St. Albans and Boston:						
Day	265.40	6	8	331,219	41,402	
Night	265.40	6	8	331,219	41,402	
St. Albans and Troy	184.69	6	3	115,246	38,415	
Skowhegan and Portland	103.00	6	2	103,827	34,609	These clerks run in connection with Augusta and Portland clerk, the three clerks performing the service of the two R. P. O.'s.
South Londonderry and Brattleborough.	36.47	6	1	22,757	22,757	
Springfield and Hartford	32.29	12	1	38,296	38,296	
Vanceborough and Bangor:						
Day	114.44	6	4	142,821	35,705	
Night	114.44	6	4	142,821	35,705	
Wells River and Montpelier	38.64	6	1	24,111	24,111	
West Winstead and Bridgeport	62.21	12	3	77,650	25,883	One of these clerks relieves the New Haven and New York clerk every fourth week.
Williamsburgh and New Haven	85.59	12	3	106,816	35,605	
Willimantic and New Haven	54.69	6	1	34,126	34,126	
Winchendon and Palmer	49.94	6	1	16,779	16,779	To Jan. 12, 1889.
Winchendon and Worcester	38.05	6	1	23,743	23,743	
Worcester and Norwich	59.72	6	1	37,265	37,265	
Worcester and Providence	44.14	12	2	55,086	27,543	

SECOND DIVISION.

Addison and Galeton	46.56	6	1	29,053	29,053	
Albany and Binghamton	143.21	6	4	133,043	33,266	1 helper Albany to Maryland and return, 70 miles.
Albany, Kingston, and New York.	146.23	12	4	182,496	45,624	
Allentown and Harrisburg	91.84	12	2	114,616	38,205	
Allentown and Pawling	44.18	6	1	27,568	27,568	
Auburn and Froeville	39.41	6	1	24,592	24,592	
Auburn and Harrisburg	59.84	6	1	36,340	36,340	
Babylon and New York	37.36	6	1	36,941	36,941	Short run Sag Harbor and New York R. P. O.; clerk alternates with Sag Harbor and New York R. P. O.

Statement of miles traveled by railway postal clerks, etc.—Continued.

SECOND DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
Batavia and Buffalo	47.39	6	1	29,581	29,581	
Bellwood and Punxsutawney	58.30	6	1	36,379	36,379	
Belvidere and Philadelphia	102.54	6	1	63,984	63,984	
Bennington and Chatham	57.79	6	1	36,061	36,061	
Berlin and Salisbury	23.86	6	1	14,889	14,889	
Bethlehem and Philadelphia	57.60	15	3	107,527	35,842	Triple service daily outward and double inward.
Binghamton and New York	208.70	6	6	260,458	43,409	
Boston Corners and Poughkeepsie.	38.06	6	1	23,749	23,749	
Bound Brook and Philadelphia.	59.96	6	1	37,415	37,415	
Branch Junction and Pittsburgh.	70.86	6	1	44,217	44,217	
Branchville and Waterloo	22.08	12	1	21,651	21,651	6 of these trips are between Newton and Waterloo.
Brewster and New York	62.19	12	2	77,614	38,807	
Buffalo and Bradford	79.17	6	1	49,404	49,404	
Buffalo and Emporium	121.55	6	2	75,847	37,923	Larabee and Clermont clerk runs as helper between Larabee and Buffalo.
Buffalo and Jamestown	68.79	6	1	42,925	42,925	
Buffalo and Pittsburgh	273.10	6	6	252,782	42,133	2 helpers Pittsburgh to Oil City, 130 miles.
Butler and Freeport	21.46	12	1	26,782	26,782	
Canandaigua and Batavia	50.17	6	1	31,306	31,306	
Canandaigua and Elmira	69.17	6	1	30,770	30,770	Clerk alternates with Elmira and Williamsport.
Canastota and Elmira	118.76	6	2	74,106	37,052	
Cape Charles and Norfolk	38.00	7	1	27,740	27,740	Steam-boat service.
Carbondale and Scranton	17.46	18	1	32,685	32,685	
Carlisle and Gettysburgh	32.34	6	1	20,180	20,180	
Cayuga and Ithaca	39.11	6	1	24,405	24,405	
Chambersburgh and Richmond Furnace.	31.35	6	1	19,562	19,562	
Chatham and New York	130.44	12	5	162,700	32,558	
Clayton and Chestertown	32.71	6	1	19,411	19,411	
Clayton and Easton	44.52	6	1	27,780	27,780	
Columbia and Perryville	43.88	6	1	27,381	27,381	
Curwensville and Tyrone	47.45	6	1	29,619	29,619	
Dansville and Buffalo	95.98	6	1	59,892	59,892	Clerk alternates with Rochester and Olean R. P. O.
Downingtown and New Holland	28.28	6	1	17,647	17,647	
Driftwood and Red Bank Furnace.	109.98	6	2	68,628	34,314	
Dunkirk and Titusville	91.41	6	2	80,090	40,045	Clerk alternates with Larabee and Clermont R. P. O. on the Buffalo and Emporium R. P. O. as helper between Buffalo and Clermont.
Easton and Hazleton	69.18	18	5	153,304	30,688	1 helper Easton to Mauch Chunk and return; 6 of these trips Easton to Mauch Chunk, 45.50 miles.
Echo and Long Island City	56.75	12	1	48,657	48,657	6 of these trips Echo to Jamaica; 6 of these trips Echo to Westbury.
Edmeston and Sidney	32.16	6	1	20,068	20,068	
Elmira and Blossburgh	52.41	6	1	32,704	32,704	
Elmira and Wilkes Barre	124.13	6	2	77,457	38,728	Short run New York and Elmira R. P. O.
Elmira and Williamsport	79.13	6	2	61,776	30,888	Clerk alternates with Canandaigua and Elmira R. P. O.
Erie and Pittsburgh	148.00	6	4	184,704	46,176	
Geneva and Watkins	43.50	6	2	27,244	27,244	Steam-boat service.
Geneva and Williamsport	172.29	6	3	107,509	35,836	
Georgetown and Franklin City.	56.26	6	1	35,106	35,106	
Glyndon and Gettysburgh	51.42	12	2	64,192	32,096	
Greenport and New York	98.60	12	4	123,842	41,286	1 of these clerks performs no service on the road, but carries registers from New York post-office to Long Island City; also works in lobby New York post-office.

Statement of miles traveled by railway postal clerks, etc.—Continued.

SECOND DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
Greenville and Butler	58.87	6	1	36,735	36,735	
Greenwood Lake and New York.	45.63	6	1	28,473	28,473	
Greycourt and Belvidere	63.36	6	1	39,537	39,537	
Harrington and Lewes	40.79	6	1	25,453	25,453	
Harrisburg and Baltimore	86.22	6	2	53,801	26,945	Short run Williamsport and Baltimore R. P. O.
Harrisburg and Martinsburgh	94.79	12	4	169,466	42,366	1 helper Harrisburg and Shippensburgh, 41 miles; 2 round trips.
Haverstraw and New York	43.41	6	1	27,088	27,088	
Hazleton and Sunbury	52.61	6	1	32,829	32,829	
Hightstown and Philadelphia	52.17	6	1	32,474	32,474	
Hornellsville and Buffalo	92.61	6	2	57,889	28,994	
Huntingdon and Cumberland	90.69	6	2	56,591	28,295	
Indiana and Branch Junction	19.20	12	1	23,962	23,962	
Ithaca and Owego	35.00	6	1	21,840	21,840	
Jameson City and Bloomsburgh.	30.42	6	1	18,981	18,981	
Johnstown and Rockwood	45.71	6	1	28,523	28,523	
Kane and Callery	126.87	6	2	79,166	39,583	
Kays and Stroudsburgh	47.90	6	1	29,890	29,890	
Kingston and Goshen	44.26	6	1	27,618	27,618	
Lancaster and Frederick	81.67	6	2	50,962	25,481	
Lancaster and Harrisburg	40.87	6	1	25,502	25,502	
Lawrenceville and Harrison Valley.	32.42	6	1	20,230	20,230	
Larabee and Clermont	22.16	6	1	46,090	46,090	Clerk alternates with Dunkirk and Titusville R. P. O. as helper, Buffalo to Larabee, 88 miles.
Lock Haven and Harrisburg	118.63	12	6	296,100	49,350	
Lock Haven and Tyrone	60.46	6	1	37,727	37,727	
Lyons and Sayre	92.22	6	2	57,545	28,772	
Meadville and Oil City	86.62	6	1	22,850	22,850	
Middletown and New York	89.78	6	1	42,015	42,015	Relieved by Port Jervis and New York R. P. O. every fourth week.
Millerton and Dutchess Junction.	57.97	6	1	36,173	36,173	
Monmouth Junction and Manasquan.	33.18	6	1	20,704	20,704	
Montandon and Bellefonte	69.27	6	1	43,224	43,224	
Montrose and Tunkhannock	29.16	6	1	18,196	18,196	
Mount Carmel and Sunbury	27.47	6	1	17,141	17,141	
New York and Dunkirk:						
East division	332.63	13	32	1,529,937	47,810	4 helpers between Hornellsville and Binghamton, and 4 helpers Hornellsville and Susquehanna.
West division	128.75	7	6	282,579	47,096	
New York and Elmira	303.58	6	5	232,323	46,464	1 helper.
New York and Hackettstown	62.79	6	1	26,112	26,112	Short run New York, Dover, and Easton R. P. O; relieved every third week by New York, Dover, and Easton R. P. O.
New York and Philadelphia	91.82	12	3	114,592	38,197	
New York and Pittsburgh	443.20	30	140	7,438,130	53,129	
New York and Point Pleasant	60.64	18	4	154,077	38,519	1 helper 130 miles daily.
New York and St. George	5.90	24	1	14,728	14,728	
New York and Washington:						
Fast mail	227.85	6½	21	798,092	38,043	5 helpers.
Day line	.....	6½	12	464,519	38,709	
Night mail	.....	7	26	1,041,841	40,078	6 helpers.
New York, Dover, and Easton	86.87	6	2	67,274	33,637	1 clerk relieves New York and Hackettstown every third week.
New York, Somerville, and Easton.	75.69	12	3	93,712	31,237	
Nineveh and Carbondale	57.56	6	1	35,917	35,917	
Nordmont and Hartley Hall	27.16	6	1	16,948	16,948	
North Creek and Saratoga	58.25	6	1	36,348	36,348	

Statement of miles traveled by railway postal clerks, etc.—Continued.

SECOND DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
North Fair Haven and Sayre	118.11	12	3	127,827	42,609	6 of these trips are between Auburn and Sayre, 80.74 miles.
Northville and Fonda	26.79	12	1	33,434	33,434	
Norwood and Rome	146.92	6	4	183,356	45,839	2 helpers.
Nyack and New York	30.35	12	1	37,876	37,876	
Ogdensburgh and Utica	134.78	6	3	136,872	45,612	1 helper between Utica and Remsen, 66 miles. Clerk alternates with Watertown and Utica.
Oil City and Pittsburgh	132.60	6	2	82,748	41,374	Short run Buffalo and Pittsburgh R. P. O.
Oneida and New York	270.33	6	4	168,686	42,171	
Oswego and Binghamton	115.80	15	4	156,116	39,029	
Oswego and Oneida	58.33	6	1	36,398	36,398	
Oswego and Suspension Bridge	151.19	6	2	94,343	47,171	Short run Richland and Niagara Falls R. P. O.
Peninsular Junction and Cape Charles.	73.51	6	1	45,870	45,870	
Penn Haven and Mount Carmel.	51.78	6	1	32,311	32,311	
Philadelphia and Atlantic City	60.76	12	2	75,828	37,914	
Philadelphia and Baltimore	98.04	6	2	60,177	30,088	
Philadelphia and Cape May	83.60	12	2	104,332	52,166	
Philadelphia and Crisfield	162.92	6	4	140,974	35,243	1 helper between Philadelphia and Clayton.
Philadelphia and Dover	75.22	6	1	46,937	46,937	Short run Philadelphia and Crisfield R. P. O.
Philadelphia and Harrisburg	106.55	12	6	199,461	33,243	
Philadelphia and Port Deposit	68.80	12	3	85,862	42,931	
Philadelphia and Port Norris	59.16	12	2	61,689	30,844	Six of these trips between Philadelphia and Bridgeton only.
Philadelphia and West Chester	28.50	12	1	35,568	35,568	
Philadelphia, Aiken, and Baltimore.	96.00	6	2	59,904	29,952	
Pittsburgh and Fairchance	75.84	6	1	47,334	47,334	
Pittsburgh and New Haven	60.12	6	1	37,515	37,512	
Pittsburgh and Washington	31.62	12	1	39,462	39,462	
Pittsburgh and West Brownsville.	54.34	6	1	33,908	33,908	
Pittsburgh and Wheeling	72.98	6	1	44,978	44,978	
Plattsburgh and Saranac Lake.	72.82	6	1	45,460	45,460	
Port Jervis and New York	87.77	12	3	124,168	41,389	Short run New York and Dunkirk R. P. O. One clerk relieves Middletown and New York clerk every fourth week.
Portland and Nazareth	26.64	6	1	16,623	16,623	
Pottsville and Philadelphia	94.13	18	5	234,948	46,989	1 helper.
Pottsville, Tamaqua, and Herndon.	78.74	12	2	84,128	42,064	6 of these trips are between Pottsville and Shamokin, 57.64 miles.
Reading and Quarryville	57.50	6	1	35,880	35,880	
Reading and Wilmington	74.07	6	1	46,220	46,220	
Red Bank and Bridgeton	95.20	6	1	59,405	59,405	
Richland and Niagara Falls	181.40	6	3	113,194	37,731	
Richland and Syracuse	42.33	6	1	26,414	26,414	
Ridgeway and Erie	119.48	6	2	74,552	37,276	Short run Williamsport and Erie R. P. O.
Rochester and Elmira	112.50	6	2	70,200	35,100	
Rochester and Olean	108.23	6	2	67,535	33,867	Clerk alternates with Dansville and Buffalo clerk.
Rochester and Punxsutawney	230.98	6	4	144,132	36,033	
Rochester and Suspension Bridge.	74.89	12	3	93,442	31,147	
Rockaway and High Bridge	30.57	6	1	19,076	19,076	
Rondout and Stamford	74.36	12	3	103,097	34,365	
Rouse's Point and Albany:						
Rouse's Point Division	113.90	6	2	71,074	35,537	Between Rouse's Point and Whitehall.
Rutland Division	101.55	6	4	126,634	31,658	Between Albany, N. Y., and Rutland, Vt.

Statement of miles traveled by railway postal clerks, etc.—Continued.

SECOND DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
Rutland and Troy	85.84	6	2	53,574	26,787	
Sag Harbor and New York	100.75	12	4	146,328	36,838	1 helper runs 66 miles daily each way. Clerks alternate with Babylon and New York clerk.
Saint Albans and Ogdensburgh	143.15	6	2	139,866	69,933	Helper acting clerk St. Albans to Malone, 81 miles.
Salamanca and Oil City	97.09	6	2	60,959	30,428	
Salamanca and Youngstown	158.58	6	6	197,908	32,910	
Scranton and Northumberland	80.48	12	3	100,440	33,480	
Seaford and Cambridge	33.64	6	1	20,991	20,991	
Shittington and Reading	43.63	6	1	27,225	27,225	
Sodus Point and Stanley	34.03	6	1	21,235	21,235	
South Amboy and Philadelphia	62.92	12	2	78,524	39,262	
State Line and Rhinecliff	42.53	6	1	26,539	26,539	
Stoneboro and New Castle	35.29	6	1	22,021	22,021	
Sunbury and Lewistown	51.12	6	1	31,899	31,899	
Suspension Bridge and Buffalo	24.85	12	1	30,388	30,388	
Syracuse and Earlville	43.66	6	1	27,244	27,244	
Syracuse, Auburn, and Rochester	104.71	6	6	130,678	21,779	
Thomaston and Long Island City	14.28	18	1	1,285	1,285	Service performed by acting clerk additional.
Ticonderoga and Lake George	40.00	6	1	8,880	8,880	Service performed by acting clerk additional steam-boat service. (Summer season only.)
Towanda and Bernice	30.72	6	1	19,169	19,169	
Tower City and Lebanon	42.26	6	1	26,380	26,380	
Townsend and Centreville	35.21	6	1	21,971	21,971	
Utica and Binghamton	95.70	6	2	62,944	31,471	Clerk alternates with Utica and Randallaville.
Utica and Randallaville	31.47	12	1	31,482	31,482	Clerk alternates with Utica and Binghamton. 6 of these trips are between Utica and Bouckville, 24.17 miles.
Watertown and Utica	91.93	6	1	45,254	45,254	Short run of Ogdensburgh and Utica R. P. O. Clerk alternates with Ogdensburgh and Utica.
Wellsville and Bradford	56.65	6	1	35,350	35,350	
Whiting and Tuckerton	29.48	12	1	30,592	30,592	
Wilkes Barre and Pottsville	81.31	6	1	50,731	50,731	
Williamsport and Baltimore	179.83	6	13	509,810	38,121	1 helper Harrisburg and Williamsport.
Williamsport and Erie	249.68	6	4	155,800	38,950	
Williamsport and Gazzam	127.34	6	2	79,460	39,730	
Williamsport and Port Clinton	121.77	6	2	75,984	37,992	
Wilmington and Landenburgh	20.38	6	1	12,717	12,717	
York and Peach Bottom	40.67	6	1	25,378	25,378	

THIRD DIVISION.

Annapolis and Annapolis Junction	21.09	6	1	13,160	13,160	
Asheville and Jarrett's	101.33	6	2	63,230	31,665	
Baltimore and Benedict	123.00	2	1	25,584	25,584	
Baltimore and Crisfield	238.50	6	3	148,824	49,608	
Baltimore and Fitchetts	188.00	2	1	39,104	39,104	
Baltimore and Fredericksburgh	203.50	2	2	61,048	30,524	
Baltimore and Grafton	294.80	21	34	1,806,664	53,137	2 helpers between Baltimore, Md., and Martinsburgh, W. Va., 116 miles.
Baltimore and Lexington	258.32	6	5	239,716	47,943	1 helper Harper's Ferry, W. Va., to Staunton, Va., 126 miles.
Baltimore and Martinsburgh	101.32	6	2	63,224	31,612	
Baltimore and Norfolk	200.00	6	2	124,800	62,400	

Statement of miles traveled by railway postal clerks, etc.—Continued.

THIRD DIVISION—Continued.

Railway post-office.	Distance from registers to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
Baltimore and Roanoke	326.93	7	8	338,187	42,273	2 helpers Baltimore, Md., to Bentonville, Va., 159.50 miles.
Baltimore and Salisbury	196.00	6	2	122,304	61,152	
Baltimore and Washington	43.37	6	1	27,063	27,063	
Baltimore and Williamsport	94.12	6	2	58,731	29,365	
Baltimore and Winchester	114.48	6	1	71,436	46,624	One-third of this service performed by clerks in the Baltimore and Martinsburgh R. P. O.
Bowie and Pope's Creek	49.14	6	1	30,663	30,663	
Boykins and Lewiston	35.45	6	1	22,121	22,121	
Bristol and Chattanooga	242.37	14	16	707,720	44,232	
Bristol and Clinchport	43.84	6	1	27,356	27,356	
Clarksburgh and Weston	26.05	6	1	16,255	16,255	
Cranberry and Johnson City	34.11	6	1	21,285	21,285	
Cumberland and Davis	85.10	6	1	53,102	53,102	
Cumberland and Piedmont	33.73	12	1	42,095	42,095	
Cumberland and Pittsburgh	150.73	13	7	234,145	33,449	Helper Pittsburgh to Connellsville, 57.80 miles, running five round trips per week.
Danville and Stuart	76.16	6	1	47,524	47,524	
Delta and Baltimore	47.83	12	2	59,692	29,846	
Elba and Rocky Mount	37.26	6	1	23,250	23,250	
Fredericksburgh and Orange Court-House.	38.92	6	1	24,286	24,286	
Franklin and Edenton	108.00	3	1	33,696	33,696	
Goldsborough and Greensborough.	130.01	7	2	94,907	47,453	
Goldsborough and Morehead City.	94.93	6	2	59,236	29,618	
Grafton and Belington	41.84	6	1	26,108	26,108	
Grafton and Parkersburgh	104.54	6	2	65,233	32,616	
Grafton and Wheeling	99.44	7	2	72,591	36,295	
Greensborough and Winston	29.10	13	1	39,401	39,401	
Hagerstown and Weverton	24.52	12	1	30,601	30,601	
Keysville and Raleigh	114.69	7	2	83,724	41,862	
Knoxville and Maryville	17.78	6	1	11,095	11,095	
Lynchburgh and Bristol	204.48	14	12	447,810	37,067	
Lynchburgh and Pocahontas	171.95	6	3	107,297	35,765	
Morgantown and Fairmont	25.88	6	1	16,149	16,149	
Mount Airy and Bennettsville	224.84	6	4	140,300	35,075	
Norfolk and Belfield	77.95	6	2	48,611	24,320	
Norfolk and Edenton	75.25	6	2	46,956	23,478	
Norfolk and Lynchburgh	205.22	7	4	149,811	37,452	
Norfolk, Newport News, and Richmond.	91.32	7	2	66,664	33,332	
Norfolk and Raleigh	179.02	6	3	111,708	37,236	
Norfolk and Richmond	150.00	3	1	46,800	46,800	
Pulaski City and Ivanhoe Furnace.	32.24	6	1	20,108	20,108	
Raleigh and Gibson's Station	108.80	6	2	67,891	33,945	
Richmond and Danville	141.08	7	3	102,988	34,329	
Richmond and Huntington	420.62	7	6	307,053	51,175	
Short run	193.31	7	4	141,116	35,279	
Richmond, Lynchburgh, and Clifton Forge.	230.55	6	4	143,863	35,965	
Rogersville and Bull's Gap	16.27	6	1	10,152	10,152	
Salisbury and Knoxville	273.73	7	5	236,015	47,203	Helper Salisbury to Hickory, 58 miles.
Suffolk and Woodley	41.87	6	1	26,127	26,127	
Taylorsville and Charlotte	65.69	6	1	40,991	40,991	
Washington and Charlotte:						
Day line, trains 50 and 53	382.04	7	18	836,667	46,481	
Night line, trains 51 and 52	.....	7	22	1,002,200	45,557	4 helpers Washington, D. C., to Charlottesville, Va., 113.42 miles.
Short run, trains 58 and 59	174.48	7	6	127,370	31,842	
Washington and Huntington	436.63	7	6	308,740	51,456	
Washington and Round Hill	53.35	6	1	33,290	33,290	
Washington and Strasburgh	93.55	6	2	58,375	29,187	

Statement of miles traveled by railway postal clerks, etc.—Continued.

THIRD DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
Washington and Wilmington:						
Trains 23 and 78	362.38	7	14	699,791	49,985	4 helpers Washington, D. C., to Richmond, Va., 116.93 miles.
Trains 27 and 14	.....	7	15	739,380	49,292	2 helpers Washington, D. C., to Petersburgh, Va., 140.32 miles; 2 Washington, D. C., to Richmond, Va., 116.93 miles, and 1 Washington, D. C., to Fredericksburgh, Va., 54 14 miles.
Short run, train 15	116.93	6	4	145,928	38,482	Clerks return on train 14.
West Point and Richmond	39.07	6	1	24,380	24,380	
Wheeling and Huntington	215.92	6	7	242,062	34,580	3 helpers Wheeling to Point Pleasant, 172 miles.
Wilmington and Rutherfordton	268.70	6	4	167,669	41,917	
Williamston and Rocky Mount	50.46	6	1	36,836	36,836	
Wilson and Fayetteville	74.44	6	1	46,451	46,451	

FOURTH DIVISION.

Abbeville and Louvale	110.08	6	2	68,688	34,344	
Aberdeen and Durant	108.63	7	2	79,299	39,649	
Albany and Thomasville	58.92	7	1	43,012	43,012	
Anderson and McCormick	59.46	6	1	37,103	37,103	
Arkansas City and Vicksburg	171.74	3	2	62,407	31,203	River service, clerks between Greenville and Vicksburg.
Astor and Leesburgh	40.60	6	1	25,344	25,344	
Athens and Macon	100.77	6	2	66,646	33,323	
Athens and Union Point	40.48	6	1	25,259	25,259	
Atlanta and Artesia:						
Eastern division	167.88	7	3	122,552	40,850	Atlanta to Birmingham.
Western division	139.44	7	2	101,791	50,895	Birmingham to Artesia.
Atlanta and Fort Valley	105.14	6	2	65,607	32,803	
Atlanta and Brunswick	278.37	14	8	406,049	50,756	
Atlanta and Montgomery	173.33	14	10	506,122	50,612	
Atlanta and Waycross:						
Northern division	210.34	14	9	460,734	51,192	Atlanta to Albany.
Southern division	112.32	7	2	81,993	40,996	Albany to Waycross.
Attalla and Anniston	35.99	6	1	22,457	22,457	
Augusta and Atlanta	171.59	14	6	250,517	41,753	
Augusta and Millen	55.45	6	1	34,000	34,000	
Augusta and Port Royal	112.99	7	2	82,482	41,241	
Augusta and Sandersville	81.41	6	1	50,800	50,800	
Bayou Sara and Baton Rouge	32.00	3	1	20,096	20,096	River service.
Birmingham and Memphis	251.60	7	4	183,668	45,917	
Brunswick and Waycross	60.27	6	1	37,608	37,608	
Cairo and Mobile:						
Northern division	262.72	7	8	383,570	47,946	Cairo, Ill., to West Point, Miss.
Southern division	233.15	7	4	170,199	42,549	West Point, Miss., to Mobile, Ala.
Helpers southern division	144.00	7	2	105,120	52,560	Tupelo to Meridian, Miss.
Cairo and New Orleans:						
Northern division, trains 3 and 4.	368.46	7	12	537,951	44,829	Cairo, Ill., to Jackson, Miss.
Northern division, trains 1 and 2.	368.46	7	10	537,951	53,791	
Southern division	184.12	14	6	268,815	47,204	Jackson, Miss., to New Orleans.
Camak and Macon	78.59	12	2	98,080	49,040	
Cartersville and Talladega	144.00	6	2	89,856	44,928	
Charleston and Augusta	139.22	7	2	101,631	50,815	
Short run	75.14	6	1	47,186	47,186	Branchville, S. C., to Augusta.
Charlotte and Atlanta	268.24	14	16	783,260	48,954	
Day line helpers	201.00	6	2	125,424	62,712	Atlanta, Ga., to Cowpens.
Night line helpers	234.00	6	2	146,016	73,008	Atlanta, Ga., to Kings Mountain.
Charlotte and Augusta	192.00	7	3	140,160	46,720	
Chattanooga and Atlanta:						
First and second clerks	138.34	21	14	605,930	43,280	
Third clerks	.....	14	5	201,977	40,395	
Chattanooga and Carrollton	138.00	7	2	100,740	50,370	
Chattanooga and Meridian	295.60	14	12	647,364	53,947	

Statement of miles traveled by railway postal clerks, etc.—Continued.

FOURTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
Chattanooga, Rome, and Atlanta	153.49	7	2	112,047	56,023	
Cleveland and Selma	263.92	7	4	192,661	48,165	
Columbia and Charleston	132.77	7	2	96,922	48,461	
Short run	69.03	7	1	50,391	50,391	
Columbia, Sumter, and Charleston.	138.00	7	2	99,280	49,640	
Demopolis and Mobile	240.00	1	1	24,960	24,960	River service.
DuPont and Gainesville	119.31	7	2	87,096	43,548	
Eatonton and Gordon	38.48	6	1	24,013	24,013	
Elloree and Pregnalls	35.53	12	1	44,341	44,341	
Eufaula and Ozark	59.51	6	1	43,442	43,442	
Fasonia and Vicksburg	209.00	1	1	21,806	21,806	Do.
Fernandina and Orlando	211.55	7	4	154,431	38,608	
Flomaton and Pensacola	43.43	6	1	27,100	27,100	
Florence and Augusta	164.37	7	3	119,990	39,997	
Gainesville and Social Circle	52.29	6	1	32,630	32,630	
Greenville and Columbia	144.33	6	3	90,564	30,188	
Greenville and Columbus	50.78	6	1	31,696	31,696	
Greenville and Laurens	37.48	6	1	23,387	23,387	
Greenville and Walhalla	70.16	6	1	43,780	43,780	
Greenwood and Jackson	100.46	6	2	62,687	31,343	
Greenwood and Vicksburg	242.00	1	1	25,248	25,248	Do.
Griffin and Carrollton	60.37	6	1	37,670	37,670	
Griffin and Columbus	80.50	6	1	50,232	50,232	
Hot Springs and Columbia	201.00	7	3	146,730	48,910	
Jackson and Natchez	99.54	6	2	62,112	31,056	
Jacksonville and Pensacola:						
Eastern division	207.50	7	4	151,475	37,868	Jacksonville to Chattahoochee.
Western division	161.20	7	3	117,676	39,225	Chattahoochee to Pensacola.
Jacksonville and Tampa	240.71	7	6	253,895	42,316	13 trips per week between Jacksonville and Sanford.
Helper	147.04	7	2	107,339	53,664	Jacksonville and Orlando.
Laurens and Columbus	79.20	6	1	49,420	49,420	
Leland and Glen Allen	41.70	6	1	26,020	26,020	
Lenoir and Lancaster	138.25	6	3	86,268	28,756	
Lula and Athens	38.58	6	1	24,227	24,227	
Macon and Birmingham	258.13	7	4	188,434	47,108	
Macon and Savannah	192.14	7	3	140,459	46,819	
Macon and Troy	185.77	6	3	115,920	38,640	
Macon and Valdosta	153.40	6	2	95,721	47,860	
Melbourne and Jupiter	66.00	3	1	27,004	27,004	River service.
Memphis and Arkansas City	252.50	2	1	52,520	52,520	Do.
Memphis and Friars Point	111.00	3	1	34,854	34,854	Do.
Memphis and Grenada	101.00	7	2	74,168	37,084	
Memphis and New Orleans:						
Northern division	221.46	7	4	161,665	40,416	Memphis and Vicksburg.
Southern division	235.06	7	4	171,593	42,898	Vicksburg and New Orleans.
Short run	88.80	6	1	55,766	55,766	Baton Rougea nd New Orleans.
Meridian and New Orleans	196.30	7	3	143,299	47,433	
Meridian and Shreveport	312.56	7	6	228,168	38,028	
Middleton and Pontotoc	62.68	6	1	39,112	39,112	
Montgomery and Akron	113.63	7	2	82,949	41,474	
Montgomery and Luverne	51.69	6	1	32,254	32,254	
Montgomery and New Orleans	321.85	14	16	939,802	58,737	
Murphy and Marietta	110.00	6	2	68,640	34,320	
Natchez and Bayou Sara	110.00	3	1	34,540	34,540	River service.
Ocala and Homosassa	48.98	6	1	30,563	30,563	
Palatka and Drayton Island	40.00	6	1	24,960	24,960	Do.
Palatka and Punta Gorda:						
North division	192.25	6	3	119,964	39,988	Palatka and Bartow.
South division	75.40	6	1	47,049	47,049	Bartow and Punta Gorda.
Roanoke and Opelika	39.38	6	1	24,573	24,573	
Rome and Attalla	63.70	6	1	39,748	39,748	
Rome and Gadsden	155.00	2	1	32,240	32,240	River service.
Rutherfordton and Kingsville	188.73	6	3	137,772	45,924	
Sanford and St. Petersburg	153.28	6	3	95,646	31,882	
Selma, Jackson, and Mobile	163.22	6	2	119,150	59,575	
Selma and Meridian	110.76	7	2	80,854	40,427	
Selma and Mobile	308.00	2	2	64,064	32,032	Do.
Selma and Pine Apple	46.40	6	1	28,953	28,953	
Sheffield and Jasper	87.70	6	1	54,724	54,724	

Statement of miles traveled by railway postal clerks, etc.—Continued.

FOURTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
Smithville and Blakely	73.54	6	1	45,890	45,890	River service.
Smithville and Montgomery	141.00	7	4	205,860	51,465	
Spartanburg and Augusta	134.21	7	2	97,973	48,986	
Tennille and Dublin	80.00	6	1	22,464	22,464	
Titusville and Melbourn	43.00	6	1	26,832	26,832	Do.
Titusville and Sandford	47.79	6	1	29,796	29,796	
Toccoa and Elberton	50.62	6	1	31,586	31,586	Do.
Vicksburg and Natchez	100.00	3	1	31,200	31,200	
Wadesborough and Sumter	105.43	6	2	65,788	32,894	
Waldo and Cedar Keys	71.00	6	1	44,304	44,304	
Waycross and Chattahoochee	104.21	7	6	119,573	39,957	
Wildwood and Plant City	65.80	6	1	41,592	41,592	
Wilmington and Jacksonville trains 14 and 27.	494.14	7	24	1,442,888	60,120	"West India mail," Wilmington to Jacksonville.
North division	142.36	7	3	155,884	51,961	Wilmington to Charleston.
South division	144.40	7	4	210,824	52,706	Charleston to Jacksonville.
Helpers south division	171.05	7	3	124,866	41,622	Savannah to Jacksonville.

FIFTH DIVISION.

Addison, Mich., and Franklin, Ohio.	188.30	6	2	117,181	58,590	Bryan and Carlisle R. P. O., 147.51 miles, extended to Addison, Mich., increasing distance 41.32 miles, July 9, 1888. January 14, 1889, extended to Franklin, Ohio, increasing distance 1.89 miles.
Anderson and Ladoga, Ind	65.01	6	1	40,566	40,566	
Ashland and Richardson, Ky	50.38	6	1	31,437	31,437	
Ashtabula, Ohio, and New Castle, Pa.	81.26	6	2	50,706	25,353	
Bedford and Switz City, Ind	41.52	6	1	25,908	25,908	
Bayard and New Philadelphia, Ohio.	32.31	12	1	40,322	40,322	Clerk makes two round trips daily, except Sunday.
Bellaire and Zanesville, Ohio	112.48	6	2	70,188	35,094	
Benton Harbor, Mich., and Anderson, Ind.	164.95	6	2	102,929	51,465	
Bowling Green, Ky., and Memphis, Tenn.	263.60	7	12	384,856	48,107	4 additional clerks appointed for night line, not yet established.
Cambridge City and Madison, Ind.	198.81	12	3	135,795	45,265	Clerks make two round trips daily, except Sunday.
Canton and Sherodsville, Ohio	48.44	6	1	30,227	30,227	
Carey and Delphos, Ohio	56.65	6	1	35,350	35,350	
Chattanooga and Memphis, Tenn.	310.75	7	7	226,848	45,370	2 additional clerks, appointed for night line not yet established.
Chicago, Ill., and Cincinnati, Ohio:						
Day line	307.16	7	16	788,328	49,145	Previous to Sunday, May 12, 1889, day line daily, except Sunday. Commencing that date, daily.
Night line		7	24	1,345,368	56,057	
Chicago, Ill., and Louisville, Ky.:						
Day line	324.56	6	8	405,050	50,631	
Night line		7	8	473,858	59,232	
Chicago, Ill., Monon, Ind., and Cincinnati, Ohio.	309.64	6	4	193,215	48,304	
Chicago, Ill., Richmond, Ind., and Cincinnati, Ohio.	300.24	6	4	187,350	46,838	
Cincinnati, Ohio, and Chattanooga, Tenn.:						
Day line	340.39	7	8	496,970	62,121	
Night line		7	8	496,970	62,121	
Cincinnati, Hamilton, Ohio, and Indianapolis, Ind.	125.41	6	2	78,256	39,128	This is the short run of Chicago, Monon, and Cincinnati R. P. O.
Cincinnati, Ohio, and Junction City, Ky.	122.56	6	2	76,477	38,239	Short run of Cincinnati and Chattanooga R. P. O.

Statement of miles traveled by railway postal clerks, etc.—Continued.

FIFTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
Cincinnati, Ohio, and Livingston, Ky.	155.91	6	3	97,288	32,429	
Cincinnati, Ohio, and Louisville, Ky.	111.41	6	2	72,862	36,431	This is the short run of Cincinnati and Nashville R. P. O.
Cincinnati, Ohio, North Vernon, Ind., and Louisville, Ky.	131.96	6	2	82,343	41,171	
Cincinnati, Ohio, and Nashville, Tenn.:						
Day line	303.60	7	16	886,512	55,407	
Night line	.....	7	12	664,884	55,407	
Cincinnati, Ohio, and Nashville, Tenn.	.....	7	4	221,628	55,407	Trains Nos. 5 and 3.
Cincinnati, Ohio, and St. Louis, Mo.:						
Day line	341.54	7	16	997,296	62,331	
Night line	.....	7	20	1,246,620	62,331	
Cleveland and Cincinnati, Ohio:						
Day line	244.66	7	10	446,504	44,651	2 helpers between Cleveland and Crestline, Ohio.
Night line	.....	7	12	535,806	44,651	
Cleveland and Coshocton, Ohio.	115.54	6	2	72,097	36,048	
Cleveland, Hudson, and Columbus, Ohio.	171.19	6	3	106,823	35,608	
Cleveland, Ohio, and Indianapolis, Ind.	283.00	7	8	413,180	51,647	
Cleveland, Ohio, and Pittsburgh, Pa.:						
Trains Nos. 35 and 36	149.30	6	3	93,163	31,054	
Trains Nos. 37 and 38	.....	6	3	93,163	31,054	3 helpers over whole line.
Trains Nos. 41 and 42	.....	7	6	217,880	36,330	
Cleveland and New Lisbon, Ohio.	91.76	6	2	57,258	28,629	
Cleveland and Bellaire, Ohio	171.32	6	4	105,635	26,409	Cleveland and Wheeling R. P. O., extended to Bellaire, Ohio, March 21, 1889, increasing distance 2.36 miles.
Cleveland, Youngstown, Ohio, and Pittsburgh, Pa.	136.76	14	5	199,670	39,934	Clerks make two round trips daily.
Cleveland and Zoar Station, Ohio.	76.39	6	2	47,667	23,834	
Columbus, Ohio, and Ashland, Ky.	133.25	12	4	166,296	41,574	Clerks make two round trips daily, except Sunday.
Columbus and Athens, Ohio	77.56	12	3	96,794	32,265	Clerks make two round trips daily, except Sunday.
Columbus, Ohio, and Charleston, W. Va.	198.03	6	3	123,571	41,190	
Columbus and Cincinnati, Ohio.	121.13	6	2	75,585	37,792	
Columbia and Fayetteville, Tenn.	.....	6	....	15,863	15,863	On January 7, 1889, run of Decherd and Fayetteville R. P. O., was extended to Columbia, Tenn., taking up and discontinuing this R. P. O.
Columbus, Midland City, and Cincinnati, Ohio	117.85	12	3	147,076	49,025	Clerks make two round trips daily, except Sunday.
Corbin and Pineville, Ky	31.11	6	1	16,551	16,551	R. P. O. service established August 24, 1888.
Crestline, Ohio, and Chicago, Ill.	280.14	6	9	349,614	43,702	Short run of Pittsburgh and Chicago R. P. O.
Dayton and Ironton, Ohio	168.36	6	3	105,057	35,019	
Decherd and Columbia, Tenn.	88.92	6	2	39,727	19,863	
Delaware and Columbus, Ohio.	25.69	6	1	16,031	16,031	
Delphos and Dayton, Ohio	96.36	6	2	60,129	30,064	
Dickson and Kimmins, Tenn.	47.16	6	1	28,255	28,255	Dickson and Ætna R. P. O. extended January 21, 1889, to Kimmins, Tenn., increasing distance 3.35 miles.
Dodds and Cincinnati, Ohio	36.92	6	1	23,038	23,038	

Statement of miles traveled by railway postal clerks, etc.—Continued.

FIFTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
Dresden and Cincinnati, Ohio..	185.47	6	5	208,466	41,693	12 round trips between Trinway and Morrow, Ohio, distance 148.61 miles: six trips residue.
Dunlap, Tenn., and Bridgeport, Ala.	50.45	6	1	31,481	31,481	Clerk makes extra trips on trains Nos. 81 and 82 between Jasper, Tenn., and Bridgeport, Ala., distance 12 miles.
Evansville, Ind., and Paducah, Ky.	150.41	6	2	93,856	46,928	River service.
Evansville, Ind., and Providence, Ky.	72.09	6	1	44,964	44,964	
Fairland and Martinsville, Ind.	37.87	6	1	23,631	23,631	
Fort Branch and Mount Vernon, Ind.	38.82	6	1	24,224	24,224	
Fort Wayne, Ind., and Cincinnati, Ohio.	178.79	6	3	111,565	37,188	
Frankfort, Ind., and St. Louis, Mo.	240.16	6	4	153,604	38,401	
Georgetown and Cincinnati, Ohio.	47.86	12	2	56,762	28,381	August 7, 1888, service placed on trains Nos. 5 and 2 of this line. Clerks now make two round trips daily, except Sunday.
Grafton, W. Va., and Chicago, Ill.:						
Eastern division	200.46	7	8	292,672	36,584	
Western division	259.78	6	8	449,006	56,126	
Grafton, W. Va., and Cincinnati, Ohio.:						
Day line	300.87	7	12	657,810	54,817	
Night line	.....	7	12	657,810	54,817	
Grand Rapids, Mich., and Cincinnati, Ohio.	309.06	6	4	192,853	48,213	
Greenup and Willard, Ky.	35.51	6	1	22,158	22,158	
Hamden and Portsmouth, Ohio.	56.34	6	1	35,156	35,156	
Henderson and Princeton, Ky..	89.28	6	2	55,711	27,855	
Huntington, W. Va., and Cincinnati, Ohio.	162.11	7	2	62,715	31,358	October 22, 1888, R. P. O. service established between Ashland and Augusta, Ky., 100.94 miles. January 15, 1889, extended to Cincinnati, Ohio, increasing distance 44.29 miles. February 18, 1889, service extended to Huntington, W. Va., commencing May 12, 1889, daily. Previous to that date, daily except Sunday.
Huntington, W. Va., and Cincinnati, Ohio.	.....	7	3	16,211	5,404	Night line service established May 12, 1889.
Huntington, W. Va., and Louisville, Ky.	234.85	6	5	156,619	31,324	Previous to November 27, 1888, this was the Huntington and Lexington R. P. O. On that date run of clerks was changed to end at Louisville, Ky., thereby discontinuing Lexington and Louisville R. P. O. On December 3, 1888, additional service placed on trains Nos. 17 and 22, between Lexington and Louisville, Ky.
Indianapolis, Ind., Vandalia, Ill., and St. Louis, Mo.	240.78	6	4	150,247	37,562	Short run of Pittsburgh and St. Louis R. P. O.
Indianapolis, Ind., and Decatur, Ill.	152.50	6	3	95,160	31,720	
Indianapolis, Ind., and Louisville, Ky.:						
Day line	111.19	7	3	121,752	40,584	1 helper between Indianapolis and Seymour, Ind.; 59.85 miles.
Night line	.....	7	3	121,752	40,585	Do.
Indianapolis, Ind., and Peoria, Ill.:						
Day line	212.42	6	4	132,550	33,137	
Night line	.....	7	8	310,134	38,767	

Statement of miles traveled by railway postal clerks, etc.—Continued.

FIFTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
Indianapolis and Terre Haute, Ind.	73.05	6	1	45,583	45,583	Short run of Pittsburgh and St. Louis R. P. O.
Indianapolis and Vincennes, Ind.	116.70	6	2	72,821	36,410	
Indianapolis, Ind., and St. Louis, Mo.	265.28	6	6	248,304	41,384	2 helpers between Indianapolis, Ind., and Mattoon, Ill., distance 128.70 miles.
Keathley and Knoxville, Tenn.	51.94	6	1	16,517	16,517	
Killbuck and Trinway, Ohio...	34.11	6	1	21,285	21,285	
Leavittsburgh and Dayton, Ohio.	224.64	6	4	156,349	39,087	Leavittsburgh and Cincinnati R. P. O. curtailed to end at Dayton, Ohio, December 16, 1888, decreasing distance 56 miles.
Lebanon and Greensburgh, Ky.	31.77	6	1	19,824	19,824	
Lebanon and Nashville, Tenn.	32.04	12	1	39,986	39,986	Clerk makes two round trips daily, except Sunday.
Logan and Nelsonville, Ohio..	32.96	6	1	20,567	20,567	
Lexington and Louisville, Ky	.....	.....	.....	24,117	12,058	Huntington and Lexington R. P. O. extended to Louisville, Ky., November 27, 1888, thus discontinuing this route.
Logansport, Ind., and Columbus, Ohio.	198.70	6	3	123,989	41,330	
Logan and Pomeroy, Ohio	82.83	6	2	72,725	32,856	Previous to November 27, 1888, clerks made two round trips daily, except Sunday.
Louisville and Burgin, Ky.....	90.14	6	2	52,856	26,428	R. P. O. service established between Louisville and Harrodsburgh, Ky., July 16, 1888, distance 84.80 miles; extended to Burgin, Ky., November 27, 1888, increasing distance 4.79 miles.
Louisville and Bloomfield, Ky.	58.14	6	1	36,279	36,279	
Louisville, Ky., and Evansville, Ind.	217.62	6	3	135,795	45,265	River service.
Louisville, Ky., Huntingburgh, and Evansville, Ind.	124.08	6	2	77,426	38,713	
Louisville, Ky., and Knoxville, Tenn.:						
Night line	207.87	7	4	195,545	48,886	
Day line	.....	7	3	147,672	49,224	Louisville, Ky., to Jellico, Tenn., 202.29 miles.
Louisville and Henderson, Ky.	143.90	6	2	40,932	20,466	R. P. O. service established between Louisville and Owensborough, Ky., January 7, 1889, distance 112.81 miles; extended to Henderson, Ky., February 18, 1889, increasing distance 29.70 miles.
Louisville and Paducah, Ky ...	228.14	7	4	166,542	41,635	
Louisville, Ky., and St. Louis, Mo.	268.61	7	4	196,095	49,021	
Louisville and Springfield, Ky.	60.74	6	1	37,902	37,902	
Marion, Ohio, and Chicago, Ill.	270.13	6	4	168,561	42,140	
Marietta and Sharpsburgh, Ohio.	34.94	6	1	21,803	21,803	
Maysville, Paris, Ky., and Cincinnati, Ohio.	130.69	6	2	81,551	40,776	
Michigan City and Monon, Ind.	59.80	6	1	37,315	37,315	
Michigan City and Indianapolis, Ind.	161.18	6	3	100,576	33,525	
Momence, Ill., and Brazil, Ind.:	130.70	6	2	86,132	43,066	La Crosse and Brazil R. P. O., changed run to end at Momence, Ill., December 27, 1888, decreasing distance 25.00 miles.
Nashville and Chattanooga, Tenn.:						
Trains Nos. 1 and 2	151.54	7	3	110,624	36,875	Daily.
Trains Nos. 5 and 6	.....	6	2	94,561	47,280	Daily, except Sunday.
Nashville, Tenn., and Hickman, Ky.	169.56	6	5	105,805	26,451	1 helper between Nashville and Union City, Tenn., 153.90 miles.

Statement of miles traveled by railway postal clerks, etc.—Continued.

FIFTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
Nashville, Tenn., and Montgomery, Ala.:						
Day line	306.13	7	8	446,950	55,869	
Night line		7	4	223,475	55,869	
Nashville, Tenn., and Sheffield, Ala.	133.07	6	2	83,036	41,518	
Nashville, Tenn., and Hopkinsville, Ky.	71.76	6	1	44,778	44,778	Short run of Nashville and St. Louis R. P. O.
Nashville, Tenn., and St. Louis, Mo.:						
Day line	318.14	7	6	348,366	58,061	2 helpers between Nashville, Tenn., and Evansville, Ind., 154.20 miles.
Night line		7	8	464,484	58,060	
Newark and Shawnee, Ohio	43.38	6	1	27,069	27,069	
New Castle and North Vernon, Ind.	69.89	6	1	43,611	43,611	
New Galilee, Pa., and New Lisbon, Ohio.	25.17	6	1	15,706	15,706	
Owensborough and Russellville, Ky.	72.70	6	1	45,365	45,365	
Paducah, Ky., and Cairo, Ill				15,970	15,970	River service.
Paducah, Ky., and Florence, Ala.	300.00	2	2	62,400	31,200	Do.
Paducah, Ky., and Memphis, Tenn.	168.18	7	3	122,771	40,924	
Painesville and Youngstown, Ohio.	60.68	6	1	37,864	37,864	
Parkersburgh, W. Va., and Cincinnati, Ohio.	196.49	6	4	122,610	30,653	Short run of Grafton and Cincinnati R. P. O.
Perryville and Memphis, Tenn	136.75	6	2	52,912	26,456	
Phalanx Station (n. o.), and Bergholz, Ohio.	60.98	6	1	38,052	38,052	
Pittsburgh, Pa., and Akron, Ohio.	136.32	6	2	85,064	42,532	
Pittsburgh, Pa., and Chicago, Ill.	468.80	7	25	1,222,225	48,889	4 helpers over whole line.
Pittsburgh, Pa., and Crestline, Ohio.	189.30	6	6	177,186	29,531	
Pittsburgh, Pa., Steubenville, Ohio, and Wheeling, W. Va.	69.04	6	1	43,081	43,081	
Portsmouth and Cincinnati, Ohio.	108.17	6	2	67,498	33,749	
Do				25,862	12,931	River service; January 14, 1889, service discontinued.
Pittsburgh, Pa., and St. Louis, Mo.	621.78	14	125	7,092,125	56,737	
Princeton, Ky., and Clarksville, Tenn.	57.69	6	1	35,999	35,999	
Pittsburgh, Pa., and Cincinnati, Ohio:						
Day line	313.74	7	16	916,120	57,258	
Night line		7	16	916,120	57,258	
Richmond and Stanford, Ky	35.32	6	1	22,040	22,040	
Sandusky and Columbus, Ohio.	176.67	6	4	95,027	23,757	
Sandusky, Ohio, and Wheeling, W. Va.	225.85	7	8	329,742	41,218	
Sandusky, Ohio, and Peoria, Ill.	418.36	6	7	260,135	43,356	4 clerks and 1 helper between Sandusky, Ohio, and La Fayette, Ind., helper running between Sandusky and Celina, Ohio; 2 clerks between La Fayette, Ind., and Peoria, Ill.
Scottsville, Ky., and Gallatin, Tenn.	36.00	6	1	22,464	22,464	
South Bend and Terre Haute, Ind.	184.00	6	3	114,816	38,272	
Sparta and Tullahoma, Tenn	61.05	6	1	38,095	38,095	
Springfield, Ohio, and Indianapolis, Ind.	139.52	6	3	102,289	34,096	
Springfield, Ohio, and Richmond, Ind.	77.43	6	1	48,316	48,316	

Statement of miles traveled by railway postal clerks, etc.—Continued.

FIFTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
Springfield and Wellston, Ohio.	118.45	6	2	73,913	36,957	
Terre Haute and Evansville, Ind.	110.10	6	3	68,702	49,692	3 clerks running alternately on day and night trains.
Night line		7		80,373		
Terre Haute, Washington, and Evansville, Ind.	139.20	6	2	86,861	43,430	
Toledo, Thurston, and Columbus, Ohio.	178.36	6	3	111,943	37,314	Toledo and Corning R. P. O. changed to end at Columbus, Ohio, decreasing distance 7.70 miles, August 27, 1888.
Toledo and Cincinnati, Ohio:						
Day line	203.27	6	8	253,680	31,710	
Night line		7	8	296,774	39,097	
Toledo and Columbus, Ohio	125.59	6	2	78,368	39,184	
Toledo and Findlay, Ohio	46.01	6	1	23,710	23,710	
Toledo, Ohio, and Frankfort, Ind.	207.53	6	4	129,490	32,375	
Toledo, Ohio, and La Fayette, Ind.	204.69	6	4	127,727	31,932	
Toledo and Mansfield, Ohio	87.16	6	2	54,388	27,194	
Tracy City and Cowan, Tenn.	20.05	6	1	12,511	12,511	
Toledo and Marietta, Ohio	263.32	6	4	161,312	41,078	
Toledo, Ohio, and St. Louis, Mo.	437.44	7	32	1,703,104	53,222	6 crews, 5 clerks to crew; 2 helpers running between Toledo, Ohio, and Attica, Ind.
Union City, Ind., and Dayton, Ohio.	47.45	6	1	29,609	29,609	
Wellsville and Bellaire, Ohio	46.85	12	2	58,468	20,234	Clerks make two round trips daily, except Sunday.
Zanesville and Columbus, Ohio	68.55	6	1	42,775	42,775	
Zanesville and Marietta, Ohio	74.59	12	2	47,141	46,544	June 26, 1889, additional service placed on trains Nos. 71 and 72.

SIXTH DIVISION.

Albert Lea and Burlington:						
Through run	253.14	6	8	315,918	39,489	
Short run, Cedar Falls to Burlington.	170.19	6	2	106,198	53,099	
Auburn and Lincoln	76.84	7	1	56,093	56,093	
Aurora and Arcadia	90.73	6	1	56,615	56,615	
Beardstown and Shawneetown	228.35	6	4	142,490	35,622	
Belle Plaine and Muchakinock	62.90	6	1	39,250	39,250	
Bellevue and Cascade	36.32	6	1	22,664	22,664	
Bement and Effingham	62.26	6	1	38,850	38,850	
Bethany Junction and Grant City.	44.28	6	1	27,631	27,631	
Bloomington and Roodhouse	110.75	6	2	69,108	34,554	
Bluffs and Hannibal	50.01	6	1	31,206	31,206	
Boone and Des Moines	43.30	6	1	27,019	27,019	
Bremer and Hampton	47.52	6	1	29,652	29,652	
Buda and Canton	64.49	6	1	40,242	40,242	
Bureau and Peoria	47.03	6	1	29,347	29,347	
Burlington and Carrollton	220.57	6	4	137,636	30,409	
Burlington and Council Bluffs:						
Trains 7 west and 2 and 4 east.	294.00	7	20	1,073,100	53,655	
Trains 5 west and 8 east	294.00	7	12	643,860	53,655	
Burlington and Oskaloosa	105.00	6	2	65,520	32,760	
Burlington and Quincy	72.00	6	1	44,928	44,928	
Burlington and St. Louis	214.19	6	6	256,582	42,763	Two helpers run 122,928 miles.
Caledonia and Spring Valley	85.74	6	1	53,502	53,502	
Calmar and Chamberlain:						
East division, Calmar to Sandborn.	200.40	6	8	250,098	31,262	
West division, Sandborn to Chamberlain.	198.62	6	6	247,878	41,313	

Statement of miles traveled by railway postal clerks, etc.—Continued.

SIXTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
Calmar and Davenport	185.70	6	3	103,397	34,466	
Carroll and Moville	100.80	6	2	62,899	31,449	
Cedar Rapids and Council Bluffs:						
Day line	270 77	7	9	431,464	47,940	One helper runs 36,140 miles.
Night line	270.77	7	8	395,334	49,415	
Cedar Rapids and Kansas City	301.51	6	5	188,142	37,628	
Cedar Rapids and Watertown:						
East division, Cedar Rapids to Estherville.	207.32	6	4	129,368	32,342	
West division, Estherville to Watertown.	193.01	6	3	120,438	40,146	
Centralia and Cairo	112.79	6	4	140,762	35,190	
Chadron and Glen Rock	169.88	6	2	106,005	53,002	
Champaign and Havana	101.07	6	2	63,068	31,534	
Cherokee and Onawa	61.18	6	1	38,176	38,176	
Cherokee and Sioux Falls	97.07	6	1	60,572	60,572	
Chicago and Burlington:						
Day line	207.50	7	16	605,900	37,869	
Fast mail	207.50	7	32	1,298,305	40,572	Four helpers run 237,980 miles.
Chicago and Cedar Rapids:						
Day line	220.40	7	12	482,676	40,223	
Night line	220.40	7	14	624,230	44,374	Two helpers run 138,554 miles.
Chicago and Centralia:						
Day line	252.96	6	10	395,378	39,538	Two helpers run 79,684 miles.
Night line	252.96	7	14	654,023	46,716	Two helpers run 100,040 miles.
Chicago, Decatur, and St. Louis.	286.89	6	5	234,915	46,983	One helper runs 55,952 miles.
Chicago, Dunbar, and Dubuque	168.28	6	3	105,007	35,002	
Chicago and Forreston	119.10	6	2	74,318	37,159	
Chicago and Fort Madison	237.44	6	4	148,162	37,040	
Chicago, Freeport, and Dubuque.	189.72	6	9	355,155	39,462	
Chicago, Irene, and Dubuque	184.70	6	6	230,508	38,418	
Chicago and McGregor	238.62	6	8	297,798	37,225	
Chicago and Quincy:						
Through run	263.50	7	22	1,080,765	49,125	Two helpers run 118,990 miles.
Short run, Galesburgh to Quincy.	100.00	7	12	438,000	36,500	
Chicago and St. Louis:						
Day line	284.70	6	12	532,959	44,413	
Night line	284.70	7	14	715,838	51,131	Two helpers run 92,345 miles.
Chicago, Savanna, and Cedar Rapids.	233.44	6	7	264,538	37,791	Three helpers run 118,872 miles.
Chicago and Streator	97.70	6	2	60,965	30,483	
Chicago and Terre Haute	180.02	6	4	144,572	36,143	One helper runs 32,240 miles.
Chicago and West Liberty:						
Day line	221.52	7	12	485,130	40,427	
Night line	221.52	7	12	485,130	40,427	
Clarinda and Corning	46.36	6	1	28,929	28,929	
Clinton and Anamosa	71.80	6	2	44,803	22,401	
Clinton and Iowa City	78.41	6	1	48,928	48,928	
Columbus and Albion	43.45	6	1	27,113	27,113	
Columbus and Atchison	220.50	6	4	137,592	34,398	
Creighton and Norfolk	44.05	6	1	27,487	27,487	
Creston and Cumberland	47.29	6	1	29,506	29,509	
Danville and Cairo	259.03	6	4	161,635	40,409	
Danville and Tuscola	50.49	6	1	31,506	31,506	
Davenport and Atchison	337.35	7	8	592,530	74,066	
Decorah and Cedar Rapids	120.06	6	2	76,165	38,082	
Des Moines and Albia	68.46	7	2	49,976	24,988	
Des Moines and Calnesville:						
Through run	112.13	3	1	34,984	34,984	
Short run, Des Moines to Osceola.	58.35	6	1	36,410	36,410	
Des Moines and Keokuk	163.08	6	3	101,762	33,920	
Des Moines and Moberly:						
Through Run	212.52	7	3	155,139	51,713	
Short run, Ottumwa to Moberly.	131.51	6	2	82,081	41,040	
Des Moines and St. Joseph	200.06	6	5	184,117	36,823	One helper runs 53,280 miles.

Statement of miles traveled by railway postal clerks, etc.—Continued.

SIXTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
Des Moines, Savanna, and St. Joseph.	161.34	7	3	100,676	33,559	
Des Moines and Sioux City	238.64	6	4	148,911	37,228	
Des Moines and Winterset	42.90	6	1	26,770	26,770	
De Witt and Superior	85.75	6	1	53,508	53,508	
Dubuque and Mendota	132.39	6	4	165,222	41,305	
Dubuque and Sioux City:						
Day line	327.64	6	7	286,815	40,973	
Night line	327.64	6	7	286,815	40,973	
Dwight and Washington	70.13	6	1	43,761	43,761	
Edgar and Cheyenne:						
East division, Edgar to Holdrege.	80.04	6	1	50,506	50,506	
West division, Holdrege to Cheyenne.	336.80	7	4	245,864	61,466	
Fairmont and Chester	48.00	6	1	29,952	29,952	
Farley and Cedar Rapids	57.81	6	1	36,073	36,073	
Fonda and Des Moines	115.47	6	2	71,866	35,933	
Fremont and Lincoln	52.67	7	1	38,449	38,449	
Galesburgh and Havana	62.03	6	1	38,707	38,707	
Galva and Burlington	85.15	6	1	53,134	53,134	
Gilman and Springfield	112.77	6	2	70,368	35,184	
Green River and Huntington	571.23	7	7	416,990	59,570	
Havana and Springfield	48.12	6	1	30,027	30,027	
Humeston and Shenandoah	113.91	6	2	71,080	35,540	
Jacksonville and Mt. Vernon	134.59	6	2	83,984	41,992	
Kankakee and Kankakee Jct.	71.52	6	1	44,628	44,628	
Kankakee and Seneca	43.30	6	1	27,019	27,019	
Kansas City and Oxford:						
Through run	363.96	7	8	531,382	66,423	
Short run, St. Joseph to Oxford.	297.26	7	4	217,000	54,250	
Kempton and Bloomington	57.77	6	1	36,048	36,048	
Keokuk and Humeston	132.05	6	2	82,390	41,199	
Keokuk and Clayton	43.09	6	1	26,888	26,888	
Knox and Streator	119.65	6	2	74,661	37,330	
La Fayette and Quincy	271.00	6	10	458,916	45,801	2 helpers run 119 808 miles.
Lake Geneva and Elgin	44.15	6	1	27,549	27,549	
Lake Station and Joliet	45.68	6	1	28,504	28,504	
Lincoln and Allianco	361.35	6	6	225,482	37,580	
Lincoln and Alma	224.81	6	3	140,281	46,760	
Lincoln and Concordia	143.13	6	2	89,307	44,653	
Linwood and Superior	122.61	6	2	76,509	38,254	
Litchfield and Kampsville	58.68	6	1	36,616	36,616	
Logansport and Keokuk:						
East division, Logansport to Peoria.	171.52	6	6	214,056	35,676	
West division, Peoria to Keokuk.	111.50	6	2	69,576	34,788	
Loup City and Grand Island	61.20	6	1	38,189	38,189	
McCook and Denver	255.53	7	3	186,537	62,179	
McCool Junction and Fairbury	50.61	6	1	31,580	31,580	
McLeansborough and Shawneetown.	41.22	6	1	25,721	25,721	
Maquoketa and Davenport	43.85	6	1	27,362	27,362	
Marion and Council Bluffs	261.90	6	4	163,425	40,856	
Mason City and Albia	169.55	6	6	211,598	35,266	
Mason City and Fort Dodge	73.05	6	1	45,583	45,583	
Marshalltown and Story City	39.55	6	1	24,679	24,679	
Mendota and Centralia	211.99	6	10	323,020	32,302	
Mendota and Fulton	65.26	6	1	40,722	40,722	
Missouri Valley and Whitewood, East Division.	251.50	7	10	422,913	42,291	
West Division	333.20	7	5	243,236	48,647	
Mount Pleasant and Keokuk	50.40	6	1	31,449	31,449	
Muscatine and Montezuma	96.87	6	2	60,447	30,223	
Nebraska City and Beatrice	95.24	6	2	59,430	29,715	
Norfolk and Columbus	50.64	6	1	31,599	31,599	
Oelwein and Des Moines	132.28	6	2	82,543	41,272	
Omaha and Beatrice	132.94	7	2	97,046	48,523	

Statement of miles traveled by railway postal clerks, etc.—Continued.

SIXTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
Omaha and Hastings	163.96	6	3	106,189	35,396	Clerks run Sundays between Omaha and Fremont.
Omaha and McCook	284.29	7	8	415,664	51,883	
Omaha and Ogden:						
Through run on trains 1 and 4.	1,035.30	7	11	755,769	68,706	
Short run, Omaha to Cheyenne, trains 1 and 4.	517.44	7	18	1,133,193	62,955	
Short run, Omaha to Cheyenne, trains 2 and 3.	517.44	7	18	1,133,193	62,955	
Ord and Grand Island	62.40	6	1	38,937	38,937	
Orleans and St. Francis	134.41	6	2	83,872	41,936	
Pacific Junction and McCook	309.42	7	12	677,628	56,469	
Palmer and Burwell	69.38	6	1	43,293	43,293	
Plattsmouth and Schuyler	81.09	6	1	50,600	50,600	
Peoria and Evansville	250.10	6	4	156,052	39,013	
Peoria and Galesburgh	52.80	6	1	32,947	32,947	
Peoria and Jacksonville	84.50	6	2	52,728	26,364	
Peoria and Oskaloosa	190.82	6	3	119,072	39,691	
Quincy and Louisiana	44.96	6	1	28,055	28,055	
Red Oak and Lincoln	113.57	6	2	70,867	35,434	
Republican City and Oberlin	78.87	6	1	49,215	49,215	
Rock Island and St. Louis	248.99	7	4	181,763	45,441	
Rock Island and Peoria	92.20	6	2	57,533	28,767	
Ruthven and Des Moines	137.59	6	2	85,856	42,928	
St. Louis and Cairo	153.60	6	3	95,846	31,949	
St. Louis and Eldorado	124.50	6	2	77,688	38,844	
St. Louis and Paducah	168.85	6	3	105,362	35,121	
Scribner and Oakdale	115.73	6	2	72,215	36,108	
Shabbona and Sterling	47.97	6	1	29,933	29,933	
Sidell and Olney	86.31	6	2	53,857	26,929	
Sioux City and Missouri Valley	76.10	7	2	55,553	27,776	
Sioux City and Norfolk	76.09	6	1	47,480	47,480	
Sioux City and Omaha	123.96	6	2	77,351	38,676	
Springfield and Grafton	85.30	6	2	53,227	26,613	
Springfield and Litchfield	45.52	6	1	28,404	28,404	
Sterling and Rock Island	52.43	6	1	32,716	32,716	
Streator and Fairbury	31.98	6	1	19,955	19,955	
Streator and Pekin	65.06	6	1	40,597	40,597	
Switz City and Effingham	90.58	6	1	56,522	56,522	
Talmage and Crete	58.43	7	1	36,460	36,460	
Tama and Hawarden	243.34	6	5	194,775	38,955	1 helper runs 42,931 miles.
Tamaroa and Chester	42.90	6	1	26,769	26,769	
Terre Haute and Peoria	176.90	6	3	110,385	36,795	
Turkey River and West Union	58.34	6	1	36,404	36,404	
Villisca and Bigelow	69.24	6	1	43,206	43,206	
Washington and Knoxville	77.94	6	1	48,634	48,634	
Wendover and Cheyenne	123.67	6	1	77,170	77,170	
West Lebanon and Rantoul	41.82	6	1	26,095	26,095	
West Liberty and Council Bluffs:						
Day line	279.36	7	8	407,866	50,983	
Night line	279.36	7	8	407,866	50,983	
White Heath and Decatur	29.70	6	1	18,333	18,333	
Yates City and Rushville	63.95	6	1	39,905	39,905	

SEVENTH DIVISION.

Albuquerque, N. Mex., and El Paso, Tex.	254.39	7	4	185,705	46,426	
Antonito, Colo., and Santa Fé, N. Mex.	180.00	6	2	81,120	40,560	
Arcadia and Cherry Vale, Kans.	81.37	7	1	59,400	[14]44,034	[14] clerks performed all service upon this line and the Fort Scott, Kans., and Webb City, Mo., and Yates Center and Sedan, Kans., R. P. O's.

Statement of miles traveled by railway postal clerks, etc.—Continued.

SEVENTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
Atchison and Lenora, Kans....	294.52	7	8	521,384	65,174	1 helper runs 45,995 miles. Clerks upon this line also perform all service upon Downs and Stockton line.
Atchison and Topeka, Kans...	51.11	7	1	37,310	37,310	
Beaumont and Anthony, Kans.	117.11	7	2	81,040	40,520	Beaumont and Bluff, Kans., R. P. O's extended to Anthony, Kans., Aug. 15, 1888; increased distance 10.97 miles.
Bolivar and Springfield, Mo....	40.05	6	1	24,991	24,991	
Butler, Mo., and Madison, Kans.	109.81	6	2	68,521	34,260	
Cairo, Ill., and Elmot, Ark.....	173.00	3	2	53,976	26,988	Steamboat service.
Cairo, Ill., and Poplar Bluff, Mo.	74.87	7	2	54,655	27,328	
Cameron, Mo., and Atchison, Kans.	57.44	7	1	41,931	41,931	
Cape Girardeau and Hunter (n. o.), Mo.	93.89	6	1	40,463	40,463	Cape Girardeau and Chaonia, Mo., R. P. O. extended to Williamsville, Mo., Jan. 28, 1889, and from Williamsville to Hunter (n. o.), Mo., June 23, 1889.
Chanute and Longton, Kans ..	45.13	7	1	32,945	32,945	
Cheyenne, Wyo., and Denver, Colo.	107.39	7	2	78,395	39,198	
Colorado Springs and Leadville, Colo.	133.05	7	2	97,126	48,563	
Concordia and Junction City, Kans.	70.77	7	1	51,662	51,662	
Council Bluffs, Iowa, and Kansas City, Mo.:						
Day line.....	196.52	7	7	328,728	46,961	1 helper runs 41,808 miles.
Night line.....	196.52	7	7	321,760	45,966	1 helper runs 34,840 miles.
Creston, Iowa, and St. Joseph, Mo.	103.88	6	3	108,035	36,012	1 helper runs 43,214 miles.
Cuba and Salem, Mo.....	40.96	6	1	25,559	25,559	
Denver and Aspen, Colo.....	408.49	7	5	293,657	58,731	Line formerly operated as the Denver, Pueblo and Leadville, and Leadville and Aspen, Colo., R. P. O's. and also as the Denver and Canon City and Salida and Aspen R. P. O's.
Denver and Georgetown, Colo..	51.10	7	1	37,303	37,303	
Denver and Leadville, Colo...	150.74	7	3	110,040	36,680	
Denver, Colo., and Ogden, Utah.	772.56	7	9	580,769	64,530	Since April 22, 1889, clerks upon line alternate and help out daily between Denver and Pueblo, Colo. 120.14 miles.
Ellsworth and Wichita, Kans..	106.61	7	2	77,825	[1]46,832	[1]3 clerks perform all service upon this line and the Wichita and Kiowa, Kans., R. P. O.
Emporia and Moline, Kans.....	85.81	7	1	62,276	62,276	
Fairbury and Nelson, Nebr....	51.20	7	1	37,376	37,376	
Florence and Arkansas City, Kans.	87.49	7	1	63,868	[1]45,382	[1]3 clerks perform all service upon this line and the Florence and Ellinwood, Kans., R. P. O.
Florence and Ellinwood, Kans.	99.01	7	2	72,277	[1]45,382	[1]3 clerks perform all service upon this line and the Florence and Arkansas City, Kans., R. P. O.
Fort Madison, Iowa, and Kansas City, Mo.	218.27	7	4	159,337	39,834	
Fort Scott, Kans., and Webb City, Mo.	83.32	7	2	60,824	[1]44,084	[1]4 clerks perform all service upon this line and the Arcadia and Cherry Vale and Yates Center, and Sedan, Kans., R. P. O's.
Fort Scott and Kanopolis, Kans.	259.79	7	4	189,647	47,412	
Girard and Galena, Kans.....	47.68	7	1	34,806	34,806	
Grandin and Willow Springs, Mo.	80.92	6	2	46,530	23,265	Commenced July 30, 1888.
Great Bend and Scott, Kans....	121.12	6	2	75,579	37,789	
Greeley and Denver, Colo.....	98.43	7	2	71,854	35,927	
Hannibal to Gilmore, Mo	86.41	6	2	53,920	26,960	

Statement of miles traveled by railway postal clerks, etc.—Continued.

SEVENTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
Hannibal and Sedalia, Mo	143.35	7	4	145,124	36,281	1 helper runs 40,478 miles.
Henry, Mo., and Atchison, Kans	93.36	14	3	131,533	43,844	Double daily service: Henry and St. Joseph, Mo., R. P. O. extended to Atchison, Kans., Sept. 24, 1888.
Herington and Pratt, Kans	127.84	7	2	126,937	48,361	Herington and Dodge City, Kans., R. P. O. curtailed to end at Pratt, Kans., Feb. 10, 1889; 3 clerks upon run prior to curtailment.
Herington and Salina, Kans	49.89	7	1	22,257	22,257	Established Nov. 21, 1888.
Holden, Mo., and Coffeyville, Kans.	201.58	7	3	147,153	49,051	
Hutchinson and Kinsley, Kans.	84.20	6	2	52,541	26,271	
Jefferson City and Bagnell, Mo.	45.71	6	1	28,523	28,523	
Julesburgh and Denver, Colo.	197.88	7	3	144,452	48,151	
Junction City and Parsons, Kans.	157.15	7	3	114,720	38,240	
Kansas City, Mo., and Denver, Colo.:						
Kansas City to Denver	641.02	7	13	992,612	76,355	1 helper runs 56,722 miles.
Kansas City to Wallace, Kans.	420.40	7	11	667,864	60,715	1 helper runs 54,020 miles.
Kansas City and Joplin, Mo	169.25	7	5	198,977	39,795	2 helpers run 75,423 miles.
Kansas City, Mo., and Memphis, Tenn.:						
Kansas City to Springfield, Mo.	202.63	7	13	664,012	51,078	1 helper runs 51,078 miles.
Springfield, Mo., to Memphis, Tenn.	284.66	7	8	433,061	54,133	Helper runs 95,384 miles.
Kansas City and Osceola, Mo	111.47	7	2	46,011	23,005	East Lynne and Brownington, Mo., R. P. O. extended from March 1, 1889.
Kansas City, Mo., and Pueblo, Colo.						
East division:						
Day line	368.64	7	21	1,218,161	58,008	1 helper runs 41,733 miles.
Night line	368.64	7	15	807,321	53,820	
West division:						
Day line	267.91	7	6	391,148	65,191	
Night line	267.91	7	6	391,148	65,191	
Kansas City, Mo., Salina, Kans., and Pueblo, Colo.:						
Kansas City, Mo., to Hoisington, Kans.	301.77	7	5	266,152	53,230	1 helper runs 51,043 miles.
Hoisington, Kans., to Pueblo, Colo.	339.06	7	4	247,514	61,878	
Kansas City, Mo., and Seneca, Kans.	117.64	7	2	85,877	42,938	
Kansas City, Mo., and Wellington, Kans.:						
Day line	221.27	7	5	220,249	45,050	1 helper runs 51,792 miles.
Night line	270.09	7	8	366,737	45,842	
Keystone and Barnard, Kans.	43.23	7	1	31,558	31,558	
La Junta, Colo., and Albuquerque, N. Mex.	348.22	7	10	434,644	43,464	1 helper runs 10,974 miles.
Larned and Jetmore, Kans	46.84	6	1	29,228	29,228	
Lawrence and Gridley, Kans.	83.67	6	2	52,210	26,105	
Leavenworth and Lawrence, Kans.	34.95	7	1	25,514	25,514	
Leavenworth and Miltonvale, Kans.	166.18	6	3	103,696	34,565	
Leavenworth and Topeka, Kans.	57.68	7	1	42,106	42,106	
Lincoln, Nebr., and Manhattan, Kans.	133.54	7	2	95,060	47,530	Beatrice Nebr., and Manhattan, Kans., R. P. O., extended Aug. 4, 1889.
McPherson and El Dorado, Kans.	62.17	7	1	45,384	45,384	
Madison and Benedict, Kans.	45.65	6	1	28,486	28,486	
Manhattan and Burlingame, Kans.	57.27	6	1	35,736	35,736	

Statement of miles traveled by railway postal clerks, etc.—Continued.

SEVENTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
Mexico and Cedar City, Mo.	50.34	6	1	31,412	31,412	
Mulvane and Englewood, Kans.	166.79	7	3	121,757	40,586	
Nevada, Mo., and Arkansas City, Kans.	208.80	7	3	112,556	[1]51,364	[1]5 clerks performed all service upon this line, and the Winfield and Larned, Kans., R. P. O.
Newton and Kiowa, Kans.	127.85	7	4	186,990	46,748	Clerks upon this line also perform all service upon the Attica and Medicine Lodge, Kans., line.
Olathe, Kans., and Ash Grove, Mo.	155.89	7	3	113,800	37,933	
Omaha, Nebr., and Kansas City, Mo.	216.65	7	4	212,193	53,048	1 helper runs 54,038 miles.
Ottawa and Emporia, Kans.	56.85	6	1	35,474	35,474	
Paola and Coffeyville, Kans.	125.74	7	2	72,250	36,125	Kincaid and Coffeyville, Kans., R.P.O., extended to Paola, Kans., Mar. 1, 1889.
Pittsburgh and Chanute, Kans	54.89	6	1	34,251	34,251	
Pratt and Liberal, Kans	136.22	7	2	99,441	49,720	
Prosser, Nebr., and Yuma (n. o.), Kans.	102.90	7	2	75,117	37,558	
Pueblo and Silverton, Colo:						
Eastern division	331.35	7	5	220,595	44,119	Between Alamosa and Durango, Colo., only 6 times per week.
Western division	45.95	6	1	28,673	28,673	
Quincy, Ill., and Kansas City, Mo.:						
Day line	225.92	7	8	369,243	46,155	1 helper runs 39,399 miles.
Night line	225.92	7	12	405,177	33,765	1 helper runs 43,264 miles.
Quincy, Ill., and Trenton, Mo	137.10	6	2	85,550	42,775	
Rincon and Silver City, N. Mex.	101.12	7	2	73,818	36,909	
St. Joseph, Mo., and Caldwell, Kans.	295.55	7	4	215,752	53,938	
St. Joseph, Mo., and Colorado Springs, Colo:						
Eastern division	284.91	14	8	325,813	40,727	
Western division	326.91	7	4	113,503	33,876	
St. Joseph, Mo., and Grand Island, Nebr.	252.54	7	4	169,854	42,463	6½ months' service performed only 6 times per week.
St. Louis, Mo., and Columbus, Ky.	195.65	7	4	181,731	45,433	1 helper runs 38,906 miles.
St. Louis, Mo., and Halstead, Kans.:						
East division:						
Day line	282.12	7	9	411,896	45,766	
Night line	282.12	7	8	411,896	51,487	
West division:						
Day line	248.02	7	5	187,279	37,456	1 helper runs (2 months) 6,224 miles.
Night line	248.02	7	4	170,871	42,718	From July 1 to Oct. 20, 1888, between Monett, Mo., and Wichita, Kans.
St. Louis and Kansas City, Mo.:						
Fast line	283.00	7	24	1,577,603	65,731	8 helpers run 751,248 miles.
Day line	283.00	7	18	1,124,127	62,451	2 helpers run 297,767 miles.
Night line	283.00	7	19	1,215,304	63,961	3 helpers run 388,944 miles.
St Louis, Louisiana and Kansas City, Mo.	323.39	7	6	323,237	53,873	2 helpers run 67,162 miles.
St. Louis, Moberly, and Kansas City, Mo.:						
Day line	276.80	7	9	449,888	49,936	1 helper runs 45,760 miles
Night line	276.80	7	14	728,248	52,017	6 helpers run 324,120 miles.
St. Louis and Union, Mo	59.91	6	1	39,236	39,236	7 round trips per week for 3½ months.
Salina and McPherson, Kans	86.78	7	1	26,849	26,849	
Salina and Oakley, Kans.	225.18	6	4	109,176	27,294	Salina and Luray, Kans., R. P. O., extended to Waldo, from Waldo to Zurich, and from Zurich to Oakley; also additional 6 times per week, Salina to Plainville, Kans.

Statement of miles traveled by railway postal clerks, etc.—Continued.

SEVENTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
Sedalia, Mo., and Dennison, Tex.:						
Day line	433.13	7	12	632,370	52,698	
Night line	433.13	7	21	1,075,187	51,197	3 helpers run 126,582 miles.
Sedalia and Kansas City, Mo	99.35	7	3	128,488	42,829	Daily Sedalia to Kansas City, Mo., and additional daily (except Sunday) Sedalia to Lexington, Mo.
Sedalia and Warsaw, Mo	43.16	6	1	26,932	26,932	
Springfield and Chadwick, Mo.	35.63	7	1	26,010	26,010	
Solomon City and Beloit, Kans.	57.86	7	1	42,238	42,238	
Superior, Nebr., and Strong, Kans.	157.36	7	2	97,633	48,816	Concordia and Strong, Kans., R. P. O., extended to Superior, Nebr., Feb. 4, 1889.
Topeka and Belleville, Kans	137.20	7	2	89,666	44,983	McFarland and Belleville, Kans., R. P. O., extended to Topeka, Kans., Dec. 6, 1888.
Topeka and Fort Scott, Kans	130.79	6	2	81,613	40,806	
Trenton, Mo., and Leavenworth, Kans.	103.56	7	4	155,928	38,982	2 helpers run 80.329 miles, from Trenton to Atchison Junction, Mo., and thence over Atchison Junction and Atchison R. P. O.
Versailles and Lexington, Mo	132.69	6	3	86,885	28,962	
Wichita and Kiowa, Kans	85.85	7	1	62,671	[1]46,832	[1]3 clerks perform all service upon this line and the Ellsworth and Wichita, Kans., R. P. O.
Wichita and Mullinville, Kans.	121.58	7	2	108,566	54,283	
Winfield and Larned, Kans	148.72	7	2	144,266	[1]51,364	[1]5 clerks performed all service upon this line and the Nevada, Mo., and Arkansas City, Kans., R. P. O.
Yates Center and Sedan, Kans.	76.59	7	1	[1]55.911	44,034	[1]4 clerks perform all service upon this line and the Fort Scott, Kans., and Webb City, Mo., and Arcadia and Cherry Vale, Kans., R. P. O.

EIGHTH DIVISION.

Albany and Yaquina, Oregon	85.16	6	1	53,139	53,139	
Albuquerque, N. Mex., and Los Angeles, Cal.	887.41	7	8	647,809	80,978	8 clerks on through run.
	62.26	7	1	54,449	54,449	1 clerk, short run, Los Angeles to San Bernardino.
			1	54,449	54,449	1 city distributor Los Angeles to San Bernardino.
			3	184,617	61,539	3 helpers Albuquerque, N. Mex., to Holbrook, Ariz.
Benson and Nogales, Ariz	88.50	7	2	64,605	32,302	
Butte and Ogden, Utah	416.95	7	6	304,374	50,729	
Calistoga and Vallejo, Cal	43.88	12	1	54,762	54,762	
Cazadero and San Francisco, Cal.	87.25	6	2	54,494	27,247	
Dundee Junction and Airlie, Oregon.	52.60	6	1	32,822	32,822	
El Paso, Tex., and Los Angeles, Cal.	804.28	7	8	587,124	73,390	
			1	36,756	36,756	Helper runs to Lang, meets No. 20, and returns to San Gabriel.
Eureka and Hydesville, Cal	26.70	12	1	27,082	27,082	
Farmington, Wash., and Pendleton, Oregon.	190.40	7	4	138,992	34,748	
Huntington and Portland, Oregon.	405.60	7	6	296,088	49,348	
			1	65,189	65,189	City distributor, Portland to The Dalles.
Ketchum and Shoshone, Idaho.	70.34	6	1	43,892	43,892	
Los Angeles and National City, Cal.	134.08	7	2	97,878	48,939	
Los Angeles and Tustin City, Cal.	51.15	7	1	37,340	37,340	

Statement of miles traveled by railway postal clerks, etc.—Continued.

EIGHTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
Los Angeles and Santa Barbara, Cal.	114.22	7	2	83,381	41,690	
Milton and Stockton, Cal	30.09	6	1	18,776	18,776	
Mound House, Nev., and Keeler, Cal.	160.72	7	3	117,325	40,329	7 trips per week Mound House to Candelaria.
	141.00	3	1	43,992	.....	3 round trips per week Belleville Junction, Nev., to Keeler, Cal.
Ogden, Utah, and San Francisco, Cal.	834.65	7	20	609,295	60,925	20 through clerks, 10 crews.
	90.69	7	2	66,204	33,102	2 clerks short run, San Francisco to Sacramento.
			2	79,102	39,551	2 helpers, San Francisco to Roseville.
			5	201,202	40,240	5 helpers, Ogden, Utah to Elko, Nev.
			1	39,559	39,559	1 city distributor, Sacramento.
Ogden and Salt Lake, Utah	38.73	14	1	56,546	56,546	
Placerville and Sacramento, Cal	60.75	6	1	37,908	37,908	
Port Harford and Los Olivos, Cal.	79.77	7	1	49,776	49,776	
Portland and Astoria, Oregon	82.00	6	2	51,168	31,362	Steam-boat service 82 miles.
	38.00	3	....	11,556	.....	Six round trips per week. Three additional trips 38 miles.
Portland and Coburg, Oregon	118.88	6	2	74,181	37,090	
Portland and Corvallis, Oregon	97.78	6	2	61,014	30,507	
Portland, Oregon, and San Francisco, Cal.	342.58	7	5	250,083	50,016	5 clerks Portland to Ashland.
	431.58	....	5	315,053	63,010	5 clerks San Francisco to Ashland.
	134.96	7	2	98,521	49,260	2 clerks, short run, Sacramento to Red Bluff.
			1	52,013	52,013	1 helper San Francisco to Marysville.
			2	57,962	28,981	2 helpers Portland to Albany.
Port Townsend and Seattle, Wash.	60.00	6	2	37,440	18,720	Steam-boat service.
Reno and Virginia, Nev	53.08	7	1	38,748	38,748	
Redding and Sacramento, Cal	171.41	7	3	125,129	41,709	
Sacramento and San Francisco, Cal.	140.90	7	3	102,857	34,285	
Salt Lake and Juab, Utah	105.33	7	2	76,891	38,445	
San Bernardino and Oceanside, Cal.	83.80	6	2	52,291	26,145	
San Bernardino and Orange, Cal.	47.19	6	1	29,447	29,447	
San Francisco and Los Angeles, Cal.	482.71	14	13	704,757	54,212	13 clerks double daily service.
			2	50,459	25,229	2 helpers San Francisco to Lathrop.
San Francisco and Santa Cruz, Cal.	83.35	6	1	52,010	52,010	
San Francisco and Santa Margarita, Cal.	236.01	7	4	172,285	43,071	
Seattle and Tacoma, Wash	42.12	14	2	61,495	30,747	
Spokane Falls, Wash., and Genesee, Idaho.	113.50	7	2	82,855	41,427	
Spokane Falls, Wash., and Portland, Oregon.	550.92	7	8	402,172	50,271	
Ukiah and San Francisco, Cal	113.78	7	2	83,059	41,529	
Whatcom and Port Townsend, Wash.	132.00	3	1	41,184	41,184	Steam-boat service.
Whatcom and Seattle, Wash	128.00	3	1	39,936	39,936	Steam-boat service.

NINTH DIVISION.

Albany and New York	145.35	6	4	90,698	22,675	
Adrian, Mich., and Fayette, Ohio.	33.26	6	1	20,754	20,754	
Ashtabula and Youngstown	64.70	6	1	40,373	40,373	
Alpena and Alger	104.50	6	2	65,208	32,604	
Ashley and Muskegon	96.24	6	2	60,054	30,027	

Statement of miles traveled by railway postal clerks, etc.—Continued.

NINTH DIVISION—Continued.

Railway post-office.	Distance from reg. later to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
Battle Creek and Goshen	70.77	6	1	3,397	3,397	Began service June 3, 1889.
Baldwin and Grand Rapids	74.70	6	1	46,613	46,613	
Bay City and Jackson	115.00	6	4	143,520	35,880	
Bay City, Wayne, and Detroit	121.41	6	2	75,760	37,880	
Bad Axe and East Saginaw	68.23	6	1	42,576	42,576	
Big Rapids and Detroit	190.70	6	3	118,997	39,666	
Big Rapids and Holland	91.00	6	2	56,784	28,392	
Cadillac and Fort Wayne	240.76	6	4	150,234	27,558	
Caseville and Pontiac	100.73	6	1	62,856	62,856	
Cleveland, Fort Wayne, and Chicago.	340.50	6	4	212,472	53,118	
Cadillac and Toledo	236.39	6	4	147,507	36,877	
Cleveland and Toledo	113.37	6	4	136,272	34,068	
Detroit and Chicago:						
Day line	286.69	6	12	636,684	53,057	
Night line	286.69	7	20	1,046,418	52,320	
Detroit and Grand Haven	188.94	6	4	117,899	29,475	
Short run	157.50	6	3	129,948	43,316	1 clerk runs as helper between Detroit and Fenton.
Detroit and Grand Rapids	170.65	6	6	236,505	39,417	1 clerk runs as short-stop between Detroit and Jackson.
Detroit and Logansport	204.36	6	3	127,520	42,507	
Detroit, Three Rivers, and Chicago.	274.49	6	4	181,282	45,320	
Detroit and Toledo:						
Day line	60.50	6	1	37,752	37,752	
Night line	65.90	6	1	41,122	41,122	
Durand and East Saginaw	39.96	6	1	5,275	5,275	Began service April 15, 1889.
East Saginaw and Howard City	81.51	6	1	50,862	38,147	1 clerk appointed to Ludington and Toledo R. P. O., alternates between this line and the Manistee and East Saginaw R. P. O.
East Saginaw and Port Huron	92.06	6	1	57,445	43,084	1 clerk appointed to this line alternates between the East Saginaw and Port Huron, Fort Gratiot and Detroit, and the Port Austin and Port Huron R. P. O.
Fort Gratiot and Chicago	337.73	6	5	210,744	42,149	1 clerk assigned as helper between Fort Gratiot and Battle Creek.
Fort Gratiot and Detroit	61.34	6	2	38,276	38,276	
Grand Rapids and Elkhart	115.02	12	4	143,544	35,886	
Grand Rapids and Lacrosse	154.54	6	3	96,433	32,144	
Grand Ledge and Grand Rapids	53.95	6	1	21,364	21,364	Began service Nov. 12, 1888.
Howard City and Detroit	161.22	6	3	132,737	44,246	1 clerk appointed to the Big Rapids and Detroit runs on this line as helper between Detroit and Howell, Mich., 51.50 miles.
Jackson and Adrian	47.55	6	1	29,671	29,671	
Jackson and Fort Wayne	99.26	6	2	61,938	30,969	
Kalamazoo and South Haven	40.20	6	1	25,085	25,085	
Lansing and Hillsdale	65.68	6	1	40,984	40,984	
Lenox and Jackson	106.68	6	2	66,568	33,284	
Ludington and Toledo	278.59	6	4	173,840	43,460	
Mackinaw City and Detroit	219.23	13	8	394,326	49,290	
Mackinaw City and Grand Rapids.	226.30	6	4	141,211	35,303	
Manistee and East Saginaw	148.13	6	3	92,433	30,811	
Monroe and Adrian	34.29	6	1	21,397	21,397	
Muskegon and Allegan	60.06	6	1	37,477	37,477	
New York and Chicago:*						
East division:						
Trains 21 and 14	289.50	7	56	2,878,315	51,407	2 clerks run as helpers Albany to Syracuse; 2 clerks run as helpers Albany to New York, 4 days each week; 4 clerks run as helpers Albany to New York, 6 days each week.

* This line is divided into three divisions, *i. e.*, east division, New York to Syracuse, N. Y.; middle division, Syracuse, N. Y., to Cleveland, Ohio; west division, Cleveland, Ohio, to Chicago, Ill.

Statement of miles traveled by railway postal clerks, etc.—Continued.

NINTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
New York and Chicago—Cont'd.						
East division—Continued.						
Trains 23 and 2	289.50	6	14	564,954	40,354	2 clerks run as helpers Syracuse to Albany.
Trains 11 and 16	289.50	7	59	3,045,070	51,611	4 clerks run as helpers Syracuse to Albany, 7 days; 1 clerk runs as helper New York to Albany, 4 days each week; 2 clerks run as helpers Syracuse to Albany, alternate weeks.
Syracuse to Albany, N. Y., train 22.	147.50	*6	2	23,010	23,010	Three clerks run west on train 11.
Middle division:						
Trains 21, 12, and 14	336.26	7	40	2,237,613	55,940	4 clerks run as helpers Buffalo, N. Y., to Cleveland, Ohio, train 14; 4 clerks run as helpers Toledo, Ohio, to Buffalo, N. Y., train 1; 2 clerks run as helpers Buffalo to Cleveland, train 1; 2 clerks run as helpers Erie, Pa., to Toledo, Ohio, train 1.
Trains 3 and 2	336.26	6	36	1,863,626	51,767	4 clerks run as helpers Toledo, Ohio, to Buffalo, N. Y.
Trains 11 and 8	336.26	7	44	2,621,518	59,580	2 clerks run as helpers Cleveland, Ohio, to Buffalo, N. Y.; 2 clerks run as helpers Syracuse to Ashtabula.
West division:						
Trains 1 and 12	356.61	7	24	1,561,952	65,081	
Trains 3 and 14	356.61	7	28	1,822,277	65,081	
Trains 11 and 8	356.61	7	40	2,603,253	65,081	
Trains 25 and 2	356.61	6	8	445,049	55,631	
Oil City and Ashtabula	88.10	6	2	54,974	27,487	
Pentwater and Muskegon	45.13	6	1	28,161	28,161	
Port Austin and Port Huron	87.71	6	1	54,731	41,048	This clerk has relief every fourth week.
Toledo and Allegan	157.42	6	2	98,220	49,110	
Trenton and Adrian	49.60	6	1	30,950	30,950	
Ypsilanti and Hillsdale	62.14	6	1	38,775	38,775	

*Single.

TENTH DIVISION.

Aberdeen and Orient	83.04	6	1	51,816	51,816	
Ashland and Abbotsford	133.70	6	2	83,429	41,714	
Ashland and Milwaukee:						
North division, Ashland to Appleton.	272.19	6	5	224,321	44,864	1 helper runs 54,475 miles.
South division, Antigo to Milwaukee.	208.50	6	3	130,104	43,368	
Ashland and St. Paul	184.22	6	3	114,953	38,317	
Austin and Mason City	40.74	6	1	25,422	25,422	
Barnesville and Minot	312.11	7	4	227,840	56,960	
Benson and Huron	163.39	6	1	49,321	49,321	
Boundary Line and St. Paul	401.82	7	10	544,630	54,463	4 helpers run 251,802 miles.
Breckenridge and Aberdeen	136.78	6	2	51,180	25,590	
Bristol and Madison	103.34	6	2	64,484	32,242	
Chicago, Abbotsford, and Minneapolis:						
East division, Chicago to Neenah.	187.15	6	3	116,781	38,927	
West division, Neenah to Minneapolis.	286.35	6	6	285,323	47,554	2 helpers run 106,641 miles.
Chicago and Minneapolis:						
Fast mail	423.15	7	32	1,834,923	57,341	8 helpers run 599,331 miles.
Trains 1 and 10	423.15	7	24	1,235,592	51,483	

Statement of miles traveled by railway postal clerks, etc.—Continued.

TENTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
Chicago and Minneapolis—continued.						
Short run, Chicago to La Crosse.	282.83	7	14	707,808	50,557	2 helpers run 84,972 miles.
Short run, Milwaukee to La Crosse.	198.42	6	3	123,814	41,271	
Chicago and North McGregor	281.00	6	14	632,136	45,152	2 helpers run 106,080 miles.
Chicago and Winona:						
Day line	299.70	6	8	371,528	46,441	
Night line	288.40	6	8	356,168	44,521	
Dodgeville and Freeport	65.97	6	1	41,165	41,165	
Duluth and Brainerd	114.67	6	2	71,554	35,777	
Duluth and Eau Claire	160.80	6	3	100,339	33,446	
Duluth and St. Paul	151.83	6	3	94,741	31,580	
Eau Claire and Wabasha	49.40	6	1	30,825	30,825	
Egan and Sioux City	125.38	6	2	78,237	39,118	
Fargo, Barnesville, and St. Paul	243.38	6	5	211,417	42,283	1 helper runs 60,548 miles.
Fargo and La Moure	88.15	6	1	55,006	55,006	
Fargo and Minnewaukon	183.25	6	3	114,348	38,116	
Fargo, Willmar, and St. Paul:						
Through run	267.38	7	6	286,422	47,737	2 helpers run 91,235 miles.
Short run, St. Paul to Morris.	158.18	6	2	98,704	49,352	
Fond du Lac and Milwaukee	64.18	6	1	40,048	40,048	
Fort Howard and Chicago	243.33	6	8	303,672	37,959	
Fort Howard and Winona	215.40	6	3	134,410	44,803	
Garrison and Butte City	52.14	7	1	38,062	38,062	
Great Falls and Helena	99.14	7	2	72,372	36,181	
Hastings and Cologne	55.88	6	1	34,869	34,869	
Hayfield and Dubuque	172.70	6	3	107,765	35,921	
Helena and Butte	74.54	7	1	54,412	54,412	
Heron Lake and Pipestone	55.33	6	1	34,526	34,526	
Horicon and Portage	53.17	6	1	33,178	33,178	
Iron Mountain and Milwaukee	209.94	6	3	131,203	43,734	
Ishpeming and Fort Howard	180.08	7	6	214,335	35,722	2 helpers run 83,877 miles.
Jamestown and Oakes	69.81	6	1	43,249	43,249	
Kenosha and Rockford	73.42	6	1	45,704	45,704	
La Crosse and Dubuque	122.47	6	2	76,421	38,210	
La Crosse and Woonsocket:						
Through run	400.45	6	6	249,891	41,647	
Short run, La Crosse to Wells.	150.65	6	3	93,705	31,235	
Lake Crystal and Eagle Grove	110.48	6	2	68,939	34,469	
Langdon and Larimore	76.19	6	1	47,542	47,542	
Larimore and Breckenridge	131.40	6	2	81,933	40,966	
Little Falls and Morris	88.33	6	1	39,115	39,115	
Mackinaw City and Houghton	252.65	7	4	184,434	46,108	
Madison and Freeport	63.16	6	1	39,412	39,412	
Mandan and Spokane Falls:						
East division, Mandan to Forsyth.	339.10	7	7	327,405	46,772	2 helpers run 79,862 miles.
Middle division, Forsyth to Helena.	340.00	7	5	248,200	49,640	
West division, Helena to Spokane Falls.	381.90	7	6	278,787	46,464	
Manilla and Mitchell	228.25	6	4	142,428	35,607	
Mankato and Wells	38.26	6	1	23,874	23,874	
Marion and Running Water	62.72	6	1	39,137	39,137	
Menominee and Milwaukee	180.85	6	2	112,850	56,425	
Merrill and Tomah	107.50	6	2	67,080	33,540	
Milwaukee and Chicago	86.14	12	5	142,446	28,489	1 helper runs 34,944 miles.
Milwaukee and Lancaster	168.40	6	3	105,081	35,027	
Minneapolis, Hayfield, and Waterloo.	202.32	6	3	126,247	42,082	
Minneapolis and Oakes	264.94	6	4	165,322	41,080	
Minneapolis and Oregon	344.27	6	4	208,584	52,146	
Missouri and Grantsdale	51.00	7	1	37,230	37,230	
Montfort and Galena	56.08	6	1	34,993	34,993	
Oakes and Hawarden	280.67	6	5	237,538	47,507	1 helper runs 62,400 miles.
Oconto and Clintonville	56.75	6	1	35,412	35,412	
Oshkosh and Milwaukee	104.90	6	2	65,457	32,728	

Statement of miles traveled by railway postal clerks, etc.—Continued.

TENTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
Pembina and Winnipeg Junction.	199.61	7	3	145,715	48,571	
Portage and Madison	40.51	6	1	25,278	25,278	
Powers and Florence	42.00	7	1	30,660	30,660	
Racine and Rock Island	197.88	6	4	122,477	30,619	
Redfield and Gettysburgh	75.84	6	1	49,324	49,324	
Red Wing and Mankato	94.62	6	1	59,042	59,042	
Reno and Preston	57.70	6	1	36,004	36,004	
Rhinelander and Minneapolis	217.35	6	3	135,536	45,179	
Rockford and Mineral Point	115.69	6	2	72,190	36,095	
St. Cloud and Willmar	58.61	6	1	36,572	36,572	
St. Paul and Council Bluffs:						
Through run	368.67	7	15	807,375	53,825	
Short run, St. Paul to Sioux City.	270.43	6	4	168,748	42,187	
St. Paul and Des Moines:						
Through run	310.00	6	5	237,161	47,432	1 helper runs 43,721 miles.
Short run, St. Paul to Albert Lea.	121.05	7	3	149,635	49,878	1 helper runs 61,269 miles.
St. Paul and Elroy	197.08	7	5	207,378	41,475	1 helper runs 63,510 miles.
St. Paul and McGregor	212.70	6	6	193,501	32,250	2 helpers run 60,777 miles.
St. Paul and Mandan:						
Through run	477.00	7	18	1,144,630	58,035	
Short run, St. Paul to Fargo.	277.10	6	4	172,910	43,227	
St. Paul and Mitchell:						
East division, St. Paul to Aberdeen.	296.02	7	5	303,362	60,672	1 helper runs 87,204 miles.
West division, Aberdeen to Mitchell.	126.97	6	2	79,229	39,614	
St. Paul, Ortonville, and Fargo	307.32	6	5	191,767	38,353	
St. Paul and Watertown	226.23	6	4	147,407	36,852	
St. Vincent and Crookston	90.03	6	1	56,178	56,178	
Sault de Ste. Marie and Gladstone.	153.14	6	2	95,569	47,784	
Sheboygan and Princeton	79.22	6	2	49,433	29,716	
Sparta and Viroqua	35.65	6	1	22,245	22,245	
Stevens' Point and Portage	73.84	6	1	46,076	46,076	
Tracy and Pierre	255.69	6	6	243,601	40,600	2 helpers run 84,051 miles.
Tracy and Redfield	164.14	6	3	102,423	34,141	
Wabasha and Zumbrota	59.20	6	1	36,940	36,940	
Wadena and Fergus Falls	53.36	6	1	33,296	33,296	
Watertown and Madison	88.97	12	1	48,634	48,634	
Winona and Tracy	229.43	6	6	199,324	33,221	2 helpers run 56,160 miles.
Worthington and Mitchell	185.31	6	2	84,483	42,216	

ELEVENTH DIVISION.

Alexandria and La Fayette, La.	85.82	7	1	59,871	59,871	Service extended Sept. 3, 1888; increase distance 21.36 miles.
Arkansas City and Warren, Ark.	56.60	6	1	35,318	35,318	
Bremond and Albany, Tex[1]	230.89	7	4	155,299	38,824	[1] Trains run west of Walnut daily, 125 miles, except Sunday.
Burnet and Austin, Tex	60.72	6	1	37,889	37,889	
Cairo, Ill., and Texarkana, Ark.[2]						[2] Clerks register at Cairo, Ill. 4.55 miles from Bird's Point, Mo. This line is divided at Pine Bluff, Ark., into Cairo, Ill., and Pine Bluff, Ark., division (270.71 miles) and Pine Bluff and Texarkana, Ark., division (151.76 miles).
Cairo, Ill., to Pine Bluff, Ark.	270.71	7	4	197,618	49,404	
Pine Bluff to Texarkana, Ark.	151.76	7	3	110,785	36,928	

Statement of miles traveled by railway postal clerks, etc.—Continued.

ELEVENTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
Calmesneil and Trinity, Tex...	66.81	7	1	48,771	48,771	
Commerce and Fort Worth, Tex.	98.31	7	2	71,766	35,883	
Conroe and Somerville, Tex....	70.93	7	2	51,778	25,889	
Corpus Christi and Laredo, Tex.	161.60	7	3	117,968	39,322	
Corsicana and Hillsborough, Tex.	42.00	7	1	30,660	30,660	
Dallas and Kerns, Tex.....	49.38	6	1	30,813	30,813	
Denison and Houston, Tex.....	337.09	7	10	492,150	49,215	
Denison and Mineola, Tex.....	103.19	7	2	75,534	37,767	Service curtailed to end at Mineola, Tex., decrease 44.40 miles. Service performed by closed pouches between Mineola and Troupe, Tex., Mar. 8, 1889.
Denison and Taylor, Tex	258.50	7	8	377,410	47,176	Formerly Denison and San Antonio R. P. O.; decrease in distance 116.50 miles.
Denver, Colo., and Fort Worth, Tex[3]	.....	.....	.....	.....	.....	[3] Reported last year as Denver and Pueblo, Colo., R. P. O. and Clarendon and Fort Worth, Tex., R. P. O., with closed-pouch service between Pueblo, Colo., and Clarendon, Tex.; 1 helper runs 56,940 miles.
Denver, Colo., to Folsom, N. Mex.	285.20	7	4	208,196	52,049	
Folsom, N. Mex. to Fort Worth, Tex.	518.80	7	7	435,664	62,238	
Fayetteville and St. Paul, Ark.	351.86	7	1	26,177	26,177	Established July 26, 1888.
Fort Smith, Ark., and Leland, Miss.[4]	.....	.....	.....	.....	.....	[4] 1 helper runs 46,428 miles.
Fort Smith to Little Rock, Ark.	168.00	7	4	169,068	42,267	
Little Rock, Ark., to Leland, Miss.	137.70	7	3	100,521	33,507	
Fort Smith and Mansfield, Ark.[5]	32.32	14	1	46,187	46,187	[5] Double daily service performed by 1 clerk.
Fort Smith, Ark., and Wagoner, Ind. T.[6]	89.38	7	1	51,125	51,125	[6] R. P. O. service established Sept. 17, 1888.
Fort Worth and Guide, Tex....	53.78	7	1	39,259	39,259	
Galveston, Ark., and Shreveport, La.	61.04	6	1	38,088	38,088	
Greenville and Dallas, Tex	54.64	7	1	39,887	39,887	
Gurden and Camden, Ark.....	37.07	6	1	23,131	23,131	
Helena and Clarendon, Ark....	48.77	6	1	30,432	30,432	
Hempstead and Austin, Tex..	115.16	7	2	84,066	42,033	
Henrietta and Dallas, Tex	159.23	7	2	116,213	58,118	
Houston and Eagle Pass, Tex..	.....	.....	.....	.....	.....	1 helper between Houston and Columbus, Tex. (64.97 miles), on trains 19 and 20.
Houston to San Antonio, Tex.:						
Day line.....	218.01	7	4	224,117	56,027	
Night line.....	218.01	7	3	159,147	53,049	
San Antonio to Eagle Pass, Tex.	168.69	7	3	123,143	41,048	
Houston and Galveston, Tex.:						
Day line.....	51.40	7	1	37,522	37,522	
Night line.....	51.40	7	1	37,522	37,522	
Jacksonport and Brinkley, Ark.	60.90	6	1	38,001	38,001	
Jefferson and McKinney, Tex .	155.46	7	3	113,485	37,828	
Kenody and Corpus Christi, Tex.	89	6	1	55,536	55,536	
Kiowa, Kan., and Panhandle, Tex.	217.20	7	3	103,552	34,517	R. P. O. service established Dec. 4, 1888.
Knobel and Helena, Ark.....	140.65	7	3	102,674	34,224	

Statement of miles traveled by railway postal clerks, etc.—Continued.

ELEVENTH DIVISION—Continued.

Railway post-office.	Distance from register to registor.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles*	*Miles.*	
Memphis, Tenn., and Bald Knob, Ark.	93.71	7	2	58,849	34,214	Service established Aug. 20, 1888.
Memphis, Tenn., and Little Rock, Ark.	.....	.....	.....	.....	.....	Double service established June 15, 1889.
Day line	136.00	7	2	99,280	33,093	
Night line	136.00	7	2	4,080	2,040	
Monett, Mo., and Paris, Tex	.....	.....	.....	.....	.....	Double daily service between Monett, Mo., and Fort Smith, Ark., 133.44 miles.
Day line	133.44	7	2	97,411	44,705	
Night line	133.44	7	5	141,722	52,964	1 helper runs 40,669 miles.
Night line	168.63	7	5	123,099		
Monett, Mo., and Vinita, Ind. T.	77.74	7	1	56,750	56,750	
Mount Pleasant and Sherman, Tex.	110.10	7	2	80,373	40,186	
Nashville and Hope, Ark	27.50	14	1	40,193	40,193	Double daily service.
New Orleans and Bohemia, La.	50.00	6	1	28,576	28,576	Service decreased Mar. 8, 1889, 78 miles; closed pouches between Bohemia, La., and Port Eads, La.
New Orleans, La., and Houston, Tex.	.....	.....	.....	.....	.....	Double daily service.
Day line	362.74	7	6	294,000	49,000	1 helper runs 29,200 miles.
Night line	362.74	7	5	264,800	52,960	
New Orleans, La., and Marshall, Tex.	369.37	7	5	269,640	53,928	
Newport and Cushman, Ark	40.57	6	1	25,315	25,315	
Newton, Kans., and Galveston, Tex.	750.31	7	11	602,768	54,797	Dec. 20, 1888, Gainesville and Galveston, Tex., R. P. O., run extended to Newton, Kans., 338.40 miles. This extension takes up and discontinues the Newton, Kans., and Gainesville, Tex., R. P. O.; line divides on Fort Worth, Tex.; north division is 404.51 miles long; south division is 345.80 miles long; 2 acting helpers from Newton, Kans., to Guthrie, Ind. T., 167.06 miles; 1 helper runs 54,797 miles on south division.
Palestine and Laredo, Tex	.....	.....	.....	.....	.....	3 helpers run 133,385 miles.
Palestine to San Antonio, Tex.	262.72	7	7	325,170	46,453	
San Antonio to Laredo, Tex.	155.53	7	3	113,538	37,846	
Paris and Weatherford, Tex	192.35	7	3	140,415	46,805	R. P. O. clerks extend run to end at Weatherford, Tex.; increase distance 93.10 miles. This extension takes up and discontinues the Dallas and Weatherford R. P. O.
Roberts and Ennis, Tex	55.13	6	1	25,960	.....	Established Oct. 5, 1888, extended 3 miles to Ennis Mar. 11, 1889; R. P. O. service discontinued June 6, 1889.
Rockland and Beaumont, Tex	73.52	7	1	53,669	53,669	
Rosenberg and Cuero, Tex	120.29	7	2	87,811	43,905	
St. Louis, Mo., and Texarkana, Ark.:						
St. Louis, Mo., to Little Rock, Ark.:						
Day line	346.00	7	17	810,230	47,660	2 helpers run 52,490 miles from St. Louis, Mo., to Hoxie, Ark.
Night line	346.00	7	20	1,010,320	50,516	
Little Rock, to Texarkana, Ark.:						
Day line	145.72	7	10	192,751	38,550	5 crews of 2 men each perform service on the two lines.
Night line	145.72	7	.....	.....	.....	
San Antonio and Kerrville, Tex.	71.75	6	1	44,772	44,772	
Shreveport, La., and Houston, Tex.	234.42	7	4	171,126	42,781	

Statement of miles traveled by railway postal clerks, etc.—Continued.

ELEVENTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			*Miles.*	*Miles.*	
Taylor and Fayetteville, Tex..	83.29	7	1	54,638	54,638	Service extended Aug. 6, 1888, 13.27 miles.
Taylor and San Antonio, Tex..	116.50	7	4	170,090	42,522	Formerly a part of Denison and San Antonio, Tex., R. P. O. owing to change of time on the I. and G. N. R. R., R. P. O. was cut at Taylor, June 16, 1889.
Temple and San Angelo, Tex..	237.40	7	3	140,512	46,837	Extended Oct. 29, 1888, 35.68 miles.
Texarkana, Ark., and El Paso, Tex.	.....	.....	.....	.....	.....	Line divides on Fort Worth, Tex.
Texarkana, Ark., to Fort Worth, Tex.:						
Day line.....	254.17	7	7	417,474	59,639	3 helpers run 231,934 miles on day line.
Night line.....	254.17	7	3	371,088	46,386	
Fort Worth to El Paso, Tex.	615.05	7	8	501,181	62,647	1 helper runs 52,195 miles.
Texarkana, Ark., and Gatesville, Tex.	305.39	7	4	222,935	44,587	1 clerk runs between Waco and Gatesville, Tex., 46.39 miles.
Texarkana, Ark., and Houston, Tex.	330.49	7	7	312,067	44,581	2 helpers run 70,810 miles.
Texarkana, Ark., and Whitesborough, Tex.	173.74	7	3	126,830	42,270	
Tyler and Lufkin, Tex.....	89.61	7	2	65,415	32,707	
Wallis Station and San Antonio, Tex.	200.58	7	6	146,423	48,807	
West Point and Yoakum, Tex.	50.20	6	1	31,324	31,324	

RECAPITULATION.

Division.	Distance from register to register on R. P. O. lines.	Number of clerks at work on lines.	Annual distance traveled by postal clerks.	Annual average distance traveled by postal clerks.	Average distance run daily (general average being 324 trips per annum).
	Miles.		*Miles.*	*Miles.*	*Miles.*
First.....	10,396.86	378	13,454,117	35,593	109.85
Second.....	14,443.10	574	23,328,333	40,641	125.43
Third.....	9,458.38	281	11,776,800	41,910	129.36
Fourth.....	17,043.20	368	16,732,338	45,468	140.33
Fifth.....	22,106.58	815	38,047,420	46,684	144.09
Sixth.....	27,726.78	724	31,701,816	43,787	135.15
Seventh.....	20,843.58	525	26,031,174	49,583	153.03
Eighth.....	8,747.00	162	7,362,492	45,447	143.35
Ninth.....	10,267.96	506	25,843,763	51,379	158.57
Tenth.....	18,295.12	407	18,515,642	45,493	140.41
Eleventh.....	13,024.01	268	12,018,937	44,847	138.41
Total.....	172,352.51	*5,005	225,812,882	45,117	139.25

*Including 7 additional acting clerks.

EXHIBIT 2.

Statement of pieces of mail separated for city delivery for the fiscal year ended June 30, 1889.

City for which separation was made.	Railway post-office making the separation.	Division to which R. P. O. is assigned.	Packages distributed.	Packages undistributed.	Incorrect slips.	Errors.	Letters distributed (75 to the package).	Papers distributed.
Boston, Mass	Boston, Springfield, and New York.	First	216, 019	9. 250	68	127	16, 201, 425	.....
New York, N. Y.	Boston and New York	do	12, 169	*a*33	331	510	912, 675	.....
	Boston, Providence, and New York.	do	21, 692	*a*60	348	460	1, 626, 900	.....
	Boston, Springfield, and New York.	do	135, 675	*a*1, 360	662	992	10, 195, 625	.....
	New York and Chicago.	Ninth	302, 981	*a*10, 494	3, 781	6, 871	23, 723, 575	.....
	New York and Dunkirk.	Second	55, 358	*a*5, 507	549	927	4, 151, 850	.....
	New York and Pittsburgh.	do	317, 118	*a*7, 966	2, 238	3, 608	23, 783, 850	.....
	New York and Rochester.	do	*b*14, 801	.....	201	292	1, 110, 075	.....
	New York and Washington.	do	113, 431	*a*4, 010	1, 267	2, 026	8, 507, 325	.....
Pittsburgh, Pa	New York and Pittsburgh.	do	10, 030	.....	.....	.....	752, 250	.....
Philadelphia, Pa	do	do	123, 056	*a*2, 504	.....	.....	9, 229, 200	.....
	New York and Philadelphia.	do	12, 794	*a*478	.....	.....	959, 550	.....
	New York and Washington.	do	21, 175	*a*497	.....	.....	1, 588, 125	.....
Washington, D. C.	Baltimore and Grafton.	Third	20, 349	.....	64	107	1, 526, 175	.....
	Chicago and Cincinnati. *c*	Fifth	7, 670	.....	50	51	575, 250	.....
	Cincinnati and Nashville. *c*	do	5, 240	.....	22	22	393, 009	.....
	do *d*	do	9, 375	.....	38	38	703, 125	.....
	Cincinnati and St Louis. *c*	do	11, 289	.....	62	62	846, 675	.....
	do *d*	do	19, 693	.....	69	69	1, 476, 975	.....
	Grafton and Cincinnati. *c*	do	11, 646	.....	63	63	873, 450	.....
	do *d*	do	33, 316	.....	87	95	2, 498, 700	.....
	New York and Pittsburgh.	Second	14, 988	*a*64	38	48	1, 124, 100	.....
	New York and Washington.	do	14, 457	*a*592	27	38	1, 084, 275	.....
	Washington and Charlotte.	Third	32, 457	.....	70	105	2, 434, 275	.....
	Washington and Wilmington.	do	28, 821	.....	70	91	2, 161, 575	.....
	Williamsport and Baltimore.	Second	14, 429	.....	35	36	1, 082, 175	.....
Louisville, Ky	Bowling Green and Memphis. *c*	Fifth	10, 118	.....	.....	.....	758, 850	.....
	Cincinnati and Nashville. *c*	do	39, 490	.....	.....	.....	2, 961, 750	.....
	do *d*	do	19, 706	.....	.....	.....	1, 477, 950	.....
	Cincinnati and St. Louis.	do	9, 883	.....	.....	.....	741, 225	.....
Cincinnati, Ohio	do *d*	do	31, 830	.....	.....	.....	2, 387, 250	.....
	Chicago and Cincinnati. *d*	do	44, 495	.....	.....	.....	3, 337, 125	.....
	Cincinnati and Nashville. *d*	do	23, 833	.....	.....	.....	1, 787, 475	.....
	Pittsburgh and Cincinnati. *d*	do	38, 621	.....	.....	.....	2, 896, 575	.....
St. Paul, Minn	Chicago and Minneapolis. *e*	Sixth	34, 048	.....	45	134	2, 553, 600	.....
Minneapolis, Minn	do *e*	do	12, 897	.....	61	103	967, 275	.....
	do *f*	Tenth	48, 239	.....	.....	.....	1, 929, 560	.....
St. Paul, Minn	do *g*	do	37, 710	.....	.....	.....	1, 508, 400	.....
St. Louis, Mo	St. Louis and Halstead.	Seventh	20, 852	.....	.....	.....	1, 563, 900	18, 300
	St. Louis and Kansas City.	do	84, 848	.....	.....	.....	6, 363, 600	441, 600
	St. Louis, Moberly, and Kansas City.	do	31, 027	.....	.....	.....	2, 327, 025	123, 600

a Heavy mails and delayed connections.
b From July 1, 1888, to October 31, 1888, inclusive.
c Day line.
d Night line.
e From July 10, 1888 to October 31, 1888.
f From November 1, 1888, to April 30, 1889.
g From November 1, 1888, to March 31, 1889.

Statement of pieces of mail separated for city delivery, etc.—Continued.

City for which separation was made.	Railway post-office making the separation.	Division to which R. P. O. is assigned.	Packages distributed.	Packages undistributed.	Incorrect slips.	Errors.	Letters distributed (75 to the package).	Papers distributed.
Kansas City, Mo...	Kansas City and Denver.	Seventh	2,415	.....	.....	.....	181,125	.....
	Kansas City and Pueblo.	..do	6,609	.....	.....	.....	495,675	.....
	Kansas City and Wellington.	..do	2,393	.....	.....	.....	172,725	.....
Los Angeles, Cal...	Albuquerque and Los Angeles *b*	Eighth	42,875	*a*25	138	291	3,215,625	.....
Portland, Oregon ..	Huntington and Portland.	..do	29,652	.....	12	20	2,223,900	.....
Sacramento, Cal...	Ogden and San Francisco. *b*	..do	17,868	.....	17	23	1,335,600	.....
San Francisco, Cal	.....do *c*	..do	85,959	*a*125	26	41	6,446,925	.....
Total	.....	.....	2,255,247	42,965	10,439	17,245	166,135,310	583,500

a Heavy mails and delayed connections. *b* Ten months. *c* Five months.

EXHIBIT 3.

Statement of leaves of absence, with pay, granted to railway postal clerks injured while on duty, together with the amount paid acting clerks during the fiscal year ending June 30, 1889.

Name.	Railway post-office line.	Date of injury.	Days leave.	Days acting clerk was employed.	Amount paid acting clerk.
J. C. Adams	Eatonton and Gordon	Jan. 30, 1889	150	150	$326.10
J. D. Alexander.....	Chattanooga and Atlanta	Dec. 23, 1888	189	189	389.84
R. T. Allison.....	Charlotte and Atlanta.....	Nov. 12, 1888	229	204	448.80
C. M. Browne	St. Paul and Mandan.....	Oct. 27, 1888	240	240	528.00
I. J. Brown	New York and Dunkirk	Aug. 19, 1888	60	60	132.00
A. C. Boynton	.....do.....	Aug. 12, 1888	316	280	616.00
John H. Black.....	Calmar and Davenport.....	Dec. 22, 1887	180	180	396.00
J. M. Bittenbender.....	Kane and Callery	Sept. 4, 1888	15	15	33.33
H. D. Burkhimer	Washington and Wilmington	June 16, 1888	365	365	800.00
W. M. Burrow	Bristol and Chattanooga	Jan. 19, 1889	15	15	33.33
G. N. Burghardt	Denver and Ogden	Sept. 7, 1888	5	5	10.99
M. H. Bunn	Chattanooga and Atlanta.....	Dec. 23, 1888	129	84	184.80
T. C. Blankenchip	Kansas City and Pueblo.....	Aug. 6, 1888	73	70	154.00
C. H. Craggs.....	Baltimore and Grafton.....	Sept. 26, 1888	44	27	59.40
George B. Clark	Chicago and Burlington..	Feb. 27, 1888	90	90	198.00
L. W. Corbett.....	Albuquerque and Los Angeles.....	Aug. 12, 1888	50	50	110.00
J. I. Coleman	Atlanta and Brunswick	May 11, 1889	12	12	26.67
Herbert L Coleman ...	Wilkes Barre and Pottsville	May 23, 1888	19	17	37.78
D. F. Cotterman	Toledo and St. Louis.....	Sept. 18, 1888	59	47	103.40
W. B. Cashin	Springfield and Grafton.....	Feb. 4, 1889	25	25	55.56
W. P. Colton.....	Sedalia and Denison	June 15, 1888	30	30	66.67
F. C. Casey	Newport and Springfield.....	Nov. 10, 1888	120	104	228.80
C. M. Click	Newton and Gainesville.....	Aug. 16, 1888	60	60	133.34
James S. Dean.....	Rondout and Stamford.....	Dec. 25, 1888	60	60	133.34
S. N. Dykeman.....	Charlotte and Atlanta.....	Oct. 19, 1887	113	113	248.60
S. E. Eastburn	Baltimore and Grafton	Sept. 8, 1888	17	6	13.33
R. U. D. Evans	St. Paul and Mandan.....	May 5, 1889	56	56	123.20
S. Erwin.....	Cincinnati and Chattanooga.....	May 7, 1889	54	51	112.20
Robert Ellis, jr	Pittsburgh and St. Louis.....	June 19, 1889	11	11	24.44
W. T. Evans.....	Kansas City and Pueblo.....	Aug. 6, 1888	6	3	6.67
Orlow A. Evarts.....	Ashland and Abbotsford.....	Jan. 11, 1888	209	197	433.40
John Frazer.....	Chicago and Cincinnati	Aug. 16, 1888	240	222	488.40
G. E. Gee	Ashtabula and Youngstown	June 21, 1889	60	60	133.34
P. J. Gilligan	Cedar Rapids and Council Bluffs.....	Dec. 12, 1888	12	12	26.67
J. S. Grant.....	Norfolk and Raleigh	Feb. 8, 1889	60	44	97.78
John W. Graham.....	Atlanta and Brunswick.....	Mar. 26, 1889	30	30	66.67
Daniel H. Griffing	Sag Harbor and New York.....	June 12, 1889	18	18	39.56
Lord Harleston.....	Cairo and Texarkana	Apr. 1, 1888	240	240	521.74
D. J. Hartnett	Chicago, Freeport, and Dubuque	Nov. 12, 1888	90	90	200.00
O. F. Havil.....	Danville and Cairo	Nov. 15, 1888	19	19	41.30
R. L. Hargrove	Cincinnati and Chattanooga.....	June 26, 1888	11	11	24.18
C. H. Hisle.....	Des Moines and Moberly.....	Mc'h 28, 1889	94	94	208.89
J. B. Horton	Chicago and Cincinnati	Dec. 23, 1888	189	189	417.58

Statement of leaves of absence, with pay, granted to railway postal clerks, etc.—Continued.

Name.	Railway post-office line.	Date of injury.	Days leave.	Days acting clerk was employed.	Amount paid acting clerk.
James E. Hurley	Chicago, McGregor, and St. Paul	Sept. 19, 1887	30	30	65.22
W. H. Hunt	Denver, Pueblo, and Leadville	Jan. 14, 1889	34	34	75.56
Walter G. Hickey	Bureau and Peoria	Oct. 14, 1888	45	39	84.79
William E. Hawley	Williamsport and Port Clinton	Nov. 5, 1888	18	18	39.13
S. N. Jackson	Baltimore and Grafton	Oct. 6, 1888	240	214	471.52
William J. Kienzle	Philadelphia and Port Norris	Feb. 2, 1889	60	60	133.34
C. W. Keatts	St. Louis and Texarkana	Dec. 14, 1888	120	120	266.67
J. L. Killian	Charlotte and Atlanta	Oct. 19, 1887	111	111	246.15
C. P. Kingman	Albuquerque and El Paso	Mar. 25, 1889	30	30	66.67
J. M. King	Cincinnati and Chattanooga	May 7, 1889	53	48	105.49
C. M. Lounsberry	St. Paul and Mandan	May 5 1889	60	60	131.86
F. D. Lockwood	New York and Dunkirk	Aug. 12, 1888	30	4	8.70
E. B. McMillen	Portland and Coburg	July 16, 1888	30	28	60.87
S. C. McCoy	Gainesville and Galveston	Sept. 8, 1888	23	11	23.91
William P. McCartney	Rochester and Punxsutawney	July 17, 1888	180	180	395.65
Lee H. Morgan	Peoria and Oskaloosa	Apr. 20, 1888	8	8	17.58
W. W. Milam	Cartersville and Talladega	Mar. 28, 1889	30	30	66.67
Arthur L. North	Mandan and Spokane Falls	Apr. 2, 1889	57	40	88.00
R. O'Connor	Chicago and Minneapolis	Dec. 30, 1887	120	120	264.00
S. W. Peeples	Kansas City and Pueblo	Aug. 6, 1888	9	7	15.40
McC. A. Phillips	Nordmont and Hartley Hall	June 15, 1888	60	40	88.00
W. N. Parrott	Washington and Charlotte	July 12, 1888	354	342	754.40
F. W. Patterson	North Anson and Portland	June 10, 1889	20	20	44.00
C. F. Palmer	Vanceborough and Bangor	Feb. 23, 1889	90	90	200.00
W. L. Pollock	Albuquerque and Los Angeles	Dec. 2, 1887	4	4	8.70
W. T. Roberts	Chattanooga and Memphis	Dec. 31, 1887	184	176	387.20
J. H. Robinson	Ogden and San Francisco	Aug. 21, 1888	240	240	528.00
H. D. Rives	Houston and Eagle Pass	Oct. 9, 1888	41	27	59.40
George A. Rice	Boston, Springfield, and New York	Jan. 11, 1889	30	30	66.67
J. K. Stockard	Washington and Charlotte	Nov. 15, 1888	74	48	105.60
John A. Slattery	St. Paul and Mandan	Oct. 27, 1888	49	49	107.80
F. W. Shotts	Albuquerque and Los Angeles	Dec. 8, 1888	60	60	132.00
O. R. Stephenson	St. Paul and Mandan	Oct. 27, 1888	33	30	65.22
F. B. Spencer	Chicago and Cincinnati	Aug. 16, 1888	182	165	363.00
Frank D. Spencer	Kansas City and Oxford	Sept. 13, 1888	30	8	17.39
J. H. Sullivan	Chicago and Cincinnati	Aug. 16, 1888	283	204	448.80
W. G. Scott	Grafton and Chicago	Nov. 14, 1888	189	142	312.40
D. A. Shumate	Charlotte and Atlanta	Nov. 12, 1888	232	206	453.20
M. J. Spear	Skowhegan and Portland	June 10, 1889	20	20	44.00
Edward Simpson	Peoria and Oskaloosa	Apr. 20, 1889	70	68	149.60
H. Sanguin	Cairo and Texarkana	June 25, 1889	6	6	13.19
J. B. Thornton	Pittsburgh and St. Louis	June 19, 1889	11	7	15.38
G. L. Thompson	Pueblo and Silverton	Aug. 17, 1888	18	15	32.61
J. C. Talleaferro	St. Louis and Halstead	May 23, 1889	30	22	48.35
J. W. Tiebout	New York and Rochester	Oct. 8, 1888	14	14	30.43
James Toole	Chicago and Cincinnati	Aug. 16, 1888	60	46	101.20
A. E. Varley	Pittsburgh and Cincinnati	June 19, 1889	11	6	13.19
J. C. Ward	St. Louis and Texarkana	Dec. 14, 1889	60	60	132.00
D. A. Warden	Portsmouth and Cincinnati	June 28, 1889	3		
J. L. Walthall	Washington and Charlotte	July 12, 1888	300	298	655.60
John Q. West	do	July 12, 1888	300	295	649.00
C. B. Wilson	Denver and Ogden	Nov. 26, 1888	52	49	107.80
W. R. Wilson	Charlotte and Atlanta	Oct. 20, 1887	80	80	176.00
Total			8542	7904	17,371.41

EXHIBIT 4.

Statement of nixe matter originating in the divisions mentioned below or sent there f[illegible] proper distribution by the Railway Mail Service during the fiscal year ended June 30, 18[illegible].

[*Nixes.*—Under this general term is embraced all mail matter not addressed to post-offices, or addresse[illegible]d to a post-office without the name of the State being given, or otherwise so incorrectly, illegibly, [illegible] or insufficiently addressed that it can not be transmitted.]

Division.	First-class matter.							Second-class matter.			
	Returned to writer.	Corrected and forwarded.	Wrong address sent to D. L. O.	Insufficient address sent to D. L. O.	Illegible address sent to D. L. O.	Held for postage.	Total.	Returned to publishers.	Corrected and forwarded.	Canadian matter sent to D. L. O.	[illegible]
First	15,347	87,608	17,395	3,502	835	11,807	136,494	22,141	1,519	.....	
Second	.....	431,800	75,765	507,655	.....	32,552	1,047,862	159,247	.....	1,7[illegible]	[illegible]49
Third	(*)	(*)	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fourth	.....	.....	21,778	10,987	587	6,951	40,303	.....	.....	.....	.....
Fifth	102,288	68,583	25,592	.....	.....	9,742	206,205	115,383	.....	.....	.....
Sixth	204,413	30,268	50,616	.....	.....	77,076	362,373	123,462	31,966	.....	.....
Seventh	143,599	15,106	80,317	420	169	12,793	252,464	25,260	14,967	.....	.....
Eighth	(*)	(*)	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ninth	57,414	41,293	15,078	9,315	1,321	19,219	143,640	26,068	17,220	.....	.....
Tenth	(*)	(*)	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eleventh	(*)	(*)	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	523,061	674,808	286,541	531,879	2,912	170,140	2,189,341	471,561	65,672	1,7[illegible]	[illegible]49

Division.	Third-class matter.				Fourth-class matter.				Grand total.
	Returned to sender.	Sent to D. L. O.	Disposed of as "waste."	Corrected and forwarded.	Corrected and forwarded.	Returned to sender.	Held for postage.	Sent to D. L. O.	
First	.....	386	66,141	28,471	1,421	.....	.....	1,781	258,[illegible]354
Second	76,648	68,399 3,056 36,109	.....	.....	.....	.....	26,595	.....	1,419,[illegible]665
Third	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fourth	.....	18,117	.....	†22,175	.....	.....	.....	.....	80,[illegible]595
Fifth	.....	85,582	.....	.....	463	58,292	.....	341	466,[illegible]208
Sixth	167,411	142,367	.....	13,309	508	9,111	.....	2,016	852,[illegible]523
Seventh	.....	295,192	.....	18,048	40,697	.....	.....	1,528	648,[illegible]156
Eighth	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ninth	.....	1,887	148,567	12,889	2,336	.....	.....	1,762	353,[illegible]760
Tenth	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eleventh	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	244,059	651,095	214,708	94,292	45,425	67,403	26,595	7,428	4,079,328

*No record kept.

†Including corrected and forwarded, returned to writer, and disposed of as "waste."

NOTE.—Of the 4,079,328 pieces handled 53.6 per cent. were either returned to sender or corrected and forwarded to destination.

EXHIBIT 5.

RAILWAY MAIL SERVICE CASUALTIES.

July 2, 1888.—Asheville and Jarretts R. P. O., train No. 18, jumped
› track 1 mile east of Sophia, N. C. Apartment car was turned
npletely over, scattering the mail, much of which was damaged by oil
l water, but none lost. Postal Clerk B. B. Freeman slightly injured.
July 6, 1888.—Wilkes Barre and Pottsville R. P. O., north-bound,
lided with a south-bound train near Nanticoke, Pa. The postal car
s badly wrecked and Clerk H. L. Coleman was badly injured, sus-
ning serious bodily bruises, and being cut across the face from his
e over his left eyelid. No mail lost or damaged.
July 11, 1888.—Washington and Charlotte R. P. O., train No. 52,
ke through a trestle 2 miles south of Orange Court-House, Va., pre-
itating whole train, except two sleepers, 70 feet down an embank-
nt. The postal car was totally demolished and the following railway
tal clerks killed and injured: H. T. Whittington, killed; H. C.
ghtwell, internal injuries and serious cuts and bruises, from which he
d July 13, 1888. J. Q. West, thigh-bone broken, cuts and bruises,
m which he has never recovered. J. L. Walthall, knee-joint and lig-
ents of the leg injured, cuts and bruises, from which he has never
overed. W. N. Parrott, thigh-bone broken, testicles and abdomen
ured, cuts and bruises, from which he has never recovered. Louis
ıkins, slightly injured. All mail, including registered matter, saved,
l forwarded by train No. 50 next day. Delayed twelve hours.
July 13, 1888.—Dallas and Weatherford R. P. O., train No. 33, was
ecked 2 miles north of Cresson, Tex. Mail apartment car badly
ıabled. Postal Clerk H. P. Adams, though uninjured, was caught
the wreck and had to be extricated. Mails transferred, without loss
damage, to engine, in which trip was completed.
July 15, 1888.—Denver, Texas and Fort Worth south-bound train
osed pouch service) was wrecked by a washout near Tuscosa, Tex.,
d the engineer and fireman both killed. Mails delayed two days.
July 19, 1888.—Knobel and Helena R. P. O., train No. 901, collided
th a freight engine one-half mile from Helena, Ark. Mails thrown
m letter-case, but not lost or damaged. Clerk uninjured. Delayed
ven hours.
July 20, 1888.—Conroe and Somerville R. P. O., train No. 26, was
ecked near Plantersville, Tex. No mails lost or damaged. Clerk
ıurt.
July 22, 1888.—Albuquerque and Los Angeles R. P. O., train No. 1,
s wrecked by spreading of track 4 miles east of Belmont, Ariz. The
der of engine left the track and went over an embankment, followed
mail, baggage, and express cars. Mail car passed over the tender,
aping off its trucks, and turned upon its side badly wrecked, and
ıg 240 feet from the track. Postal Clerk L. W. Corbett was badly
ised and so wedged in that the baggage-master had to cut him out.
ils saturated with oil, but none lost.
uly 27, 1888.—San Francisco and Los Angeles R. P. O., train No.
collided with a freight engine at Caliente Station, Cal., smashing in
ward end of mail car. Clerk T. W. Gaffey was badly bruised about
loins by being thrown against the rack and the letter-case falling
him. Mail damaged by oil, but none lost.
August 5, 1888.—Charlotte and Augusta R. P. O., train No. 52, was
ecked 2 miles north of Rock Hill, S. C. Postal Clerk M. Broughton

was knocked senseless and injured in the shoulder and thigh. Mails were badly mixed, but none lost, damaged, or destroyed. Mrs. Wade, wife of Transfer Clerk William Wade, of Columbia, S. C., was on the train, and went into the mail car immediately after the wreck, gathering up and tying together all mail found in the car, which was returned to Charlotte on north-bound train No. 53.

August 6, 1888.—Kansas City and Wellington R. P O., train No. 204, was wrecked 2 miles east of Benedict, Kans. A storm was raging at the time, and the engine struck a tree, which had just been blown across the track, derailing whole train. Mails were thrown from cases and scattered about the floor, considerable being damaged by oil, but none lost. Clerks unhurt.

August 6, 1888.—Kansas City and Pueblo R. P. O., train No. 8, was wrecked 3 miles west of Lawrence, Kans., resulting in serious injuries to the following postal clerks: S. W. Peeples, right shoulder and left elbow bruised, incapacitating him for duty; W. F. Evans, nose broken and otherwise incapacitated for duty; T. C. Blankenchip, right wrist cut by broken glass, also struck in pit of stomach by car door. No mail lost or damaged.

August 8, 1888.—Sedalia and Denison R. P.O., train No. 501, collided with coal cars at Chetopa, Kans., disabling postal car and necessitating transfer of mails to baggage car. No injury to clerks or loss or damage to mails.

August 9, 1888.—Pacific Junction and McCook R. P. O. was run into by a freight train at Crete, Nebr., breaking in both ends of mail car. No mail lost. Ten packages of letters and four sacks of papers were damaged by water, but forwarded to destination. No one hurt.

August 11, 1888.—Cairo and Texarkana R. P. O., train No. 2, was wrecked three miles south of Paragould, Ark., by an open switch, derailing engine and mail car and killing the fireman. Mails scattered and damaged by oil, but none lost. Clerk uninjured.

August 12, 1888.—Albuquerque and Los Angeles R. P. O., train No. 2, was wrecked two miles west of Siberia, Cal., resulting from failure of trucks on express car to curve properly. The mail car was thrown down a steep embankment and landed bottom side up. Postal Clerk L. W. Corbett, though wedged in the wreck and cut out by the baggage-man, escaped with a few bruises. All letter mail, more or less damaged by oil, ashes, glass, and water, was taken next day to Albuquerque, N. Mex., assorted, dried, and forwarded to destination, excepting four letters, which were too badly damaged.

August 13, 1888.—New York and Dunkirk R. P. O., train No. 3, was wrecked one mile west of Shohola, Pa. A pile of rocks, which had been washed upon the track by heavy rains, was run into by a freight train, and both tracks blockaded. Before train No. 3 could be flagged it ran into the wreck of the freight, and was itself wrecked and the cars thrown down a steep embankment, destroying the postal and other cars, killing one person and wounding forty. Clerk A. C. Boynton injured in right foot, head, and back severely, and has never recovered; I. J. Brown severely cut about head, arms, and hands, and incapacitated for duty sixty days; T. D. Lockwood also incapacitated for duty, but not seriously injured; no mail supposed to have been lost.

August 14, 1888.—Bowling Green and Memphis R. P. O., train No. 103, south-bound, collided with No. 102, north-bound, at Brownsville, Tenn. Clerk J. H. Erwin, on No. 103, jumped from his car and sustained injuries incapacitating him for duty. His car was badly damaged, the storage end being completely demolished. J. W. Eskridge, substi-

tute clerk on No. 102, also jumped from his car and sprained his ankle, and was incapacitated for duty. No mail lost or damaged.

August 14, 1888.—Washington and Charlotte R. P. O., train No. 50, was wrecked by colliding with a freight train at Culpeper Court-House, Va. Postal car badly damaged. No injury to clerks, or loss or damage to mails.

August 16, 1888.—Newton and Gainesville R. P. O., train No. 3, was derailed near Oklahoma Station, Ind. T. Postal clerk C. M. Click jumped from his car, receiving serious injuries, unfitting him for duty thirty days. No mail lost or damaged.

August 16, 1888.—Chicago and Cincinnati R. P. O., train No. 3, ran into a freight train at Grand Trunk crossing, South Lawn, Ill., resulting (as engineer states) from failure of air-brakes to work. The entire train was derailed and postal car thrown into a deep ditch and rapidly filled with water. Clerks injured as follows: J. H. Sullivan, leaped from the car and broke his left foot, also received numerous cuts and bruises; has never resumed duty. John Frazer, wounded about lower limbs and incapacitated for duty. F. B. Spencer, wounded about the head and face. James Toole sustained contusion of left side by being thrown on pile of registered boxes; also injured left shoulder and arm; incapacitated for duty thirty days. Henry Longland and Thomas Kennealy slightly injured. Mail damaged by water, but none lost.

August 17, 1888.—Pueblo and Silverton R. P. O., train No. 34, was wrecked near La Veta, Colo., caused by engine striking a cow, throwing the train from the track. Clerk G. L. Thompson received several severe bruises upon the body and left hand and arm, incapacitating him for duty eighteen days. No mail lost or damaged.

August 18, 1888.—Belfast and Burnham R. P. O., train No. 87, was derailed near Knox Station, Me., by breaking of axle under a freight car. Apartment car slightly damaged and mails transferred to box-car. No injury to clerk or loss or damage to mails.

August 18, 1888.—Washington and Charlotte R. P. O., train No. 51, collided with the Western North Carolina train, which was shifting on main track at Salisbury, N. C. Postal car No. 126 was thrown from the track, necessitating transfer of mails to baggage-car. No injury to clerks or loss or damage to mails.

August 19, 1888.—Cairo and Texarkana R. P. O., train No. 2, was wrecked by a broken rail 3½ miles south of Bird's Point, Mo. No injury to clerk or loss or damage to mails.

August 20, 1888.—Buffalo and Pittsburgh R. P. O. collided with rear end of a freight train 1 mile south of Rouseville, Pa. Accident due to flagman of freight failing to signal passenger train in time, and passenger engine, caboose, and coal-car of freight were wrecked. Postal clerk F. P. Auer slightly bruised on shoulder and hands. Mails scattered, but none lost or damaged.

August 22, 1888.—The mail steamer *City of Chester*, running on contract route No. 46098, was run into by the steam-ship *Oceanica*, from China, in the Golden Gate, the outlet from San Francisco Harbor, and the following mails lost: One pouch of letters and seven tie-sacks of papers for Eureka, Cal. One pouch and one tie-sack for Ferndale, Cal., and one brass lock-pouch for Eureka, Cal., containing list of registered matter.

August 23, 1888.—Cairo and New Orleans R. P. O., train No. 4, was wrecked near Way's Bluff, Miss., and entire train, except mail and baggage cars, derailed. No injury to clerks or loss or damage to mails.

August 23, 1888.—Cumberland and Pittsburgh R. P. O., train No. 6,

was wrecked by colliding with a freight train, 1 mile west of Duncan, Pa. No injury to clerks or loss or damage to mail.

August 23, 1888.—Texarkana and El Paso R. P. O., train No. 4, was wrecked 4 miles east of Pecos, Tex., caused by depression in the rail, from a decayed tie. The mail car was thrown from the track upon its side and badly damaged and had to be abandoned. Mails transferred without loss or damage to baggage-car. Clerk unhurt.

August 24, 1888.—Gainesville and Galveston R. P. O., train No. 1, collided with a freight car at Saginaw Junction, Tex., while crossing the Fort Worth and Denver Railroad. The engine was completely demolished and one end of mail car crushed in. No serious injury to clerk or loss or damage to mails. The shock threw clerk J. A. Glenn out of the side door several feet away from the train, but he escaped with a few bruises.

August 24, 1888.—Pacific Junction and McCook R. P. O. collided with a freight train at Exeter, Nebr., slightly damaging mail car. No injury to clerks or loss or damage to mails.

August 30, 1888.—Texarkana and Fort Worth R. P. O., train No. 2, was wrecked between Buchanan and Eylau, Tex. Clerk E. R. Goulding sustained slight injuries, but was not disabled. No mails lost or damaged.

September 3, 1888.—Bowling Green and Memphis R. P. O., train No. 103, ran into a freight train at Stewart, Tenn., badly damaging postal car No. 2. No mail lost or damaged and clerks escaped injury.

September 4, 1888.—Kane and Callery R. P. O. trains (north and south) collided 1 mile north of Shippensville, Pa. Engines and mail cars considerably damaged, but no mail lost or destroyed. Clerks J. M. Bittenbender and W. S. Copley injured, the former slightly. The latter jumped from his car, injuring his leg, but was not incapacitated for duty.

September 5, 1888.—Missouri Valley and White River R. P. O. train collided with two freight cars at Chadron, Nebr., breaking in one end of mail car and throwing letter mail out of cases. Clerk Charles B. Sargent slightly bruised. No mail lost or damaged.

September 5, 1888.—Fargo and La Moure R. P. O., train No. 34, was wrecked 2 miles east of Valley Junction, Dak. No injury to postal clerk, car, or mails.

September 6, 1888.—Clayton and Chestertown R. P. O. train ran off track between Black's Station (n. o.) and Lambson's (n. o.), Md. No injury to clerk or loss or damage to mails.

September 8, 1888.—Albuquerque and Los Angeles R. P. O., train No. 1, was wrecked near Belmont, Ariz. Train had been boarded at Flagstaff by robbers, who compelled engineer to stop. The mail and baggage cars were detached and run some miles ahead. The robbers then went to the mail car and demanded admittance. Clerk in charge, L. W. Corbett, informed them that it was the mail car. In their hurry the robbers had mistaken the mail for the express car, and had left the latter behind. They then mounted their horses and departed. In running the mail and baggage cars back to the point where the train had been left they collided with such force as to wreck both ends of mail-car. Clerk Corbett was thrown violently across the table and sustained severe injuries to his back and right arm. His helper, F. J. Prior, was thrown to the floor, receiving several cuts and bruises. Mr. Corbett had not fully recovered from injuries received in wreck at Siberia, Cal., August 12, 1888. No mail lost or damaged. Five and one-half hours late.

September 6, 1888.—Gainesville and Galveston R. P. O., train No. 2, was wrecked between Alvin and Galveston, Tex., caused by breaking of axle under tender. Clerk S. C. McCoy was severely injured about the head, right knee, and left foot, and incapacitated for duty. No mails lost or damaged.

September 9, 1888.—Portland and San Francisco R. P. O., train No. 15, was wrecked by a broken rail between Tehama and Red Bluff, Cal. Mail car crippled and mails transferred, without loss or damage, to smoking car. Clerk unhurt.

September 10, 1888.—Taylor and Fayetteville R. P. O., train No. 623, was wrecked when approaching La Grange, Tex., by running over a cow. The engine was seriously disabled and train delayed twenty-five hours. No injury to clerk or loss or damage to mails.

September 10, 1888.—Norfolk and Lynchburgh R. P. O., train No. 2, was wrecked by a land-slide, 3 miles east of Farmville, Va. Apartment car completely demolished, but no mails lost or damaged. Clerk D. C. Worthington received numerous bruises and had his left leg badly sprained.

September 11, 1888.—East Lynne and Brownington R. P. O., train No. 1, was delayed until following day by derailment of engine 1 mile north of Quick City, Mo. No injury to clerk or loss or damage to mails.

September 12, 1888.—Elba and Rocky Mount, R. P. O., train No. 50, was thrown from the track 19 miles east of Elba Station, Va., slightly damaging mail apartment car. No injury to clerk or loss or damage to mails.

September 13, 1888.—Kansas City and Oxford R. P. O., train No. 40, collided with freight train at Violet, Nebr. Postal car was completely demolished, and Clerk F. D. Spencer severely injured and incapacitated for duty. No mails lost or destroyed, but greater portion damaged by steam and cinders.

September 13, 1888.—Richmond and Clifton Forge R. P. O., train No. 2, collided with a freight train near Waynesborough, Va. Apartment car was telescoped by tender of engine and mails scattered, but none lost. Clerk E. J. Doughty was severely bruised about the body and had his knee badly sprained. Clerk W. F. Stone, of the Washington and Charlotte R. P. O., and who was going over the line, had his nose nearly cut from his face, the lower part of his breast-bone broken, and was badly cut about the head and body.

September 14, 1888.—Grafton and Chicago R. P. O., train No. 9, left the track and collided with a freight train at Ankeytown, Ohio. Rear end of mail car No. 14 was badly damaged and left crosswise of track. No mail lost or damaged, and clerks only slightly hurt.

September 15, 1888.—Omaha and Kansas City R. P. O., train No. 3, was wrecked by spreading of track between Louisville and Manley, Nebr., and entire train derailed. All mail saved, but a portion damaged by water. Clerk unhurt.

September 17, 1888.—Toledo and St. Louis R. P. O., train No. 42, was wrecked near Tilton, Ill., by colliding with freight cars which were standing on siding too near main track. Postal car No. 332 was badly demolished, having been telescoped several feet by tender of engine. Clerk J. E. Jester had his leg bruised; Clerk D. F. Cotterman was injured in the back and shoulders. No mail lost or damaged.

September 17, 1888.—Washington and Charlotte R. P. O., train No. 50, was wrecked by colliding with a freight train 3 miles south of Culpeper, Va. Postal car telescoped by tender of engine its full length

and badly damaged. No mail lost, but a portion damaged by water and oil. Clerks escaped without serious injuries.

September 18, 1888.—Omaha and Ogden R. P. O., train No. 4, was wrecked at Gardner, Nebr., by breaking of truck under tender of engine. Mail car badly damaged and had to be abandoned. Portion of letter mail damaged by oil from lamps, but none lost or destroyed. Clerks unhurt.

September 19, 1888.—Louisville and Bloomfield R. P. O., train No. 54, was wrecked by a broken rail at Long Run, Ky., and mail apartment car badly damaged. Clerk T. J. Countin severely bruised and incapacitated for duty. Mails slightly damaged, but none lost or destroyed.

September 20, 1888.—Bremond and Albany R. P. O., train No. 34, was wrecked 3 miles east of Corcoran, Tex., causing a delay of fifteen hours. No injury to clerk or loss or damage to mails.

September 21, 1888.—Bellwood and Punxsutawney R. P. O., train collided with passenger train 1 mile north of Berwindale, Pa. Mails scattered, but none lost or damaged. Clerk unhurt.

September 22, 1888.—San Antonio and Kerrville R. P. O., train No. 6, ran over a cow, between Waringford and Comfort, Tex., derailing engine, entire train and throwing it 6 feet down an embankment. One passenger killed and several wounded. Some mail crushed out of shape and covered with mud, but none lost. Clerk unhurt.

September 22, 1888.—Houston and Eagle Pass R. P. O., train No. 19, was attacked by train robbers between Harwood and Flatonia, Tex., delaying train five hours. Clerk E. L. Sarran states that no mails were disturbed, but found ten bullet holes in left side of car.

September 25, 1888.—Farmington and Pendleton R. P. O., train No. 5, while running at a high rate of speed, struck a cow 3 miles west of Riparia, Wash., throwing her against the bank. The animal rolled back under the mail car, derailing it and first passenger coach, and both were abandoned. Mails transferred, without loss or damage, to box car in which run was completed. Clerk unhurt.

October 1, 1888.—San Francisco and Los Angeles R. P. O., train No. 19, ran through an open switch, at Ripon, Cal. Engine and mail car badly wrecked. Mails transferred to baggage car without loss or damage. Clerk unhurt.

October 2, 1888.—New York and Chicago R. P. O., train No. 1, collided with a freight train at Air-Line Junction, Ohio, derailing engine and mail car, breaking coupling of storage end and damaging platform, necessitating its abandonment. Clerk T. C. Mahan slightly injured on back and wrist. Mails badly mixed, but none lost or damaged.

October 6, 1888.—Baltimore and Grafton R. P. O., train No. 3, collided with a freight train near Dickerson, Md., completely demolishing postal car No. 51. Postal Clerks J. A. Casey and W. H. Wiley were killed. The body of the former was found under the heater, and that of the latter at the bottom of wreck under several tons of mail. Clerk S. N. Jackson, and Substitute Clerk A. C. Crook, were severely injured, and were incapacitated for duty. Although there was a large amount of mail in the car at the time of the accident, a great deal of which was badly damaged, none of importance was lost or destroyed, except twelve public documents and two sacks of post-office supplies.

October 6, 1888.—Elba and Rocky Mount R. P. O., train No. 51, was derailed 16 miles east of Rocky Mount, Va., and apartment car slightly damaged. No injury to clerk or loss or damage to mail.

October 8, 1888.—New York and Chicago R. P. O., train No. 14, while Postal Clerk W. F. Chapman, and Transfer Clerk J. W. Tiebout, were in

postal car which had just arrived and was standing in Grand Central Station, N. Y., two other postal cars from train No. 12 were thrown violently against their car, throwing both men upon the floor and both seriously bruised, Chapman being rendered unfit for duty.

October 9, 1888.—Cairo and Poplar Bluff R. P. O., train No. 80, was wrecked one-half mile east of Little River Station, caused by cattle on the track. Engine, baggage, mail, and express car badly damaged. Chief Clerk S. F. Ryan, who was going over the road in mail apartment, was slightly cut on left knee. No injury to postal clerk or loss or damage to mails.

October 10, 1888.—Jacksonport and Brinkley R. P. O., train No. 1, was wrecked 4 miles north of Stowell, Ark., badly damaging mail apartment, and tearing the trucks from beneath it. No injury to clerk or mails. Accident caused by spreading of track.

October 16, 1888.—La Junta and Albuquerque R. P. O., train No. 1, collided with a freight train near Morley, Colo., badly damaging engine and mail car. Mails thrown out of cases, but none lost or damaged; clerk unhurt.

October 18, 1888.—Harrisburgh and Martinsburgh R. P. O., trains No. 9 and 14, collided near Shippensburgh, Pa., caused by the conflicting orders to the engineers of both trains. Both mail apartments were telescoped by the baggage cars and badly wrecked. Mails were taken to post-office at Shippensburgh in wagon by postmaster. None was lost, but much damaged. Clerks H. L. Brinkman and F. D. Ramer were considerably bruised and incapacitated for duty several days.

October 19, 1888.—Kansas City and Pueblo R. P. O., train No. 6, was wrecked at Osage City, Kans., necessitating transfer of mails to express car. Clerks uninjured.

October 23, 1888.—Meridian and Shreveport R. P. O., train No. 1, was wrecked 3 miles west of Brandon, Miss. The postal car was overturned, and a portion of mail damaged by oil, but none lost. Clerk W. L. Lane was badly bruised about the left shoulder. Delayed twelve hours.

October 25, 1888.—Nashville and Hickman R. P. O., train No. 51, was wrecked 3 miles west of Hollow Rock, Tenn., by spreading of rails. The entire train went over an embankment 20 feet high, the mail car turning bottom side up, and Clerk R. L. Pybass slightly bruised. Two canvas sacks slightly burnt, but no mail lost or damaged.

October 27, 1888.—Chesapeake and Ohio express train No. 1 was wrecked near Charleston, W. Va., and mail apartment car, containing mail for Charleston, W. Va., Huntington, W. Va., Clifton Forge and Huntington R. P. O., train No. 6, Columbus and Charleston R. P. O., and Huntington and Lexington R. P. O., destroyed by fire.

October 27, 1888.—Rosenberg and Cuero R. P. O., train No. 151, was wrecked 3 miles from Rosenberg, Tex., caused by broken axle on the engine. No injury to clerk or loss or damage to mails.

October 27, 1888.—St. Paul and Mandan R. P. O., train No. 1, ran through an open switch 4 miles east of Motley, Minn. The mail car rolled down an embankment and landed on its side, bridging a small stream. Clerks Chas. M. Brown and John Slattery were severely injured, the latter having his left wrist badly cut. Clerks W. W. Ernest and O. R. Stephenson relieved the injured men and completed trip. No mail lost. Delayed thirteen hours.

November 12, 1888.—Charlotte and Atlanta R. P. O., train No. 53, was wrecked by being thrown 17 feet down an embankment between Tugaloo and Cleveland, Ga. The postal car was completely demolished and

sleeper and first-class coach burned. Clerks D. A. Shumate and R. A. Allison severely injured and incapacitated for duty. A quanity of mail burned, lost, and damaged.

November 13, 1888.—Madison and Benedict R. P. O., train No. 273, was wrecked and three cars derailed between Madison and Olpe, Kans. No injury to clerk or loss or damage to mails.

November 13, 1888.—Ogden and San Francisco R. P. O., train No. 1, collided with a freight engine near Bonnyville, Utah. Forward end of mail car badly wrecked and lamps and windows broken. Clerks slightly bruised. No mail lost or damaged.

November 14, 1888.—Grafton and Chicago R. P. O., while running at a high rate of speed, ran through an open switch at Valley Falls, W. Va., and colliding with a freight train, was wrecked and Postal Clerk C. S. Hall instantly killed. Clerks W. G. Scott and Oscar Van Law were badly injured and incapacitated for duty. Postal car badly wrecked. Mails scattered, but none damaged or lost.

November 14, 1888.—Dallas and Kemp R. P. O., train No. 1, wrecked 1 mile south of Kleburgh, Tex. Mails transferred without loss or damage to box-car, and trip completed. Clerk unhurt.

November 16, 1888.—Kansas City and Memphis R. P. O., train No. 3, while making the St. Louis, Arkansas, and Texas Crossing, between Jonesborough and Nettleton, Ark., was run into by a freight train. Mail apartment car turned over and disabled. Mails damaged by oil and water, but transferred to baggage car without loss. Clerk W. W. Brooks jumped from his car and escaped injury.

November 18, 1888.—Gainesville and Galveston R. P. O., train No. 1, left the track 3 miles north of McGregor, Tex., and was wrecked. No injury to clerk, car, or mails. Delayed fifteen hours.

November 19, 1888.—Cairo and New Orleans R. P. O., train No. 4, collided with a freight car at McComb City, Miss. Mail car No. 117 badly damaged, necessitating transfer of mails. No injury to clerks or loss or damage to mails.

November 23, 1888.—Dallas and Kemp R. P. O., train No. 1, was wrecked at Rylie, Tex, by spreading of track. Mails transferred, without loss or damage, to engine, and trip completed. Clerk unhurt.

November 24, 1888.—Nashville and St. Louis R. P. O., train No. 52, collided with a freight train at Earlington, Ky., and mail apartment demolished. Mails transferred without loss or damage to box-car. Clerks unhurt.

November 26, 1888.—Phalanx Station (N. O.) and Bergholz R. P. O., train No. 2, was wrecked at New Paris, Ohio, on account of rails spreading. Letter mail thrown from cases, and somewhat damaged by oil and ashes, but none lost. Clerk unhurt.

November 26, 1888.—St. Louis, Louisiana, and Kansas City R. P. O., train No. 48, collided with a freight train at Mexico, Mo. Mails scattered, but none lost or damaged. Clerk unhurt.

November 26, 1888.—Denver and Ogden R. P. O., train No. 7, collided with Chicago, Kansas and Nebraska express train, No. 18, near Husted, Colo., demolishing both locomotives, the baggage and express car of the latter, and the combination mail and express, and express and baggage cars of the former, the cars and one coach of which took fire and were consumed. Nothing was saved from mail apartment, and Clerk C. B. Wilson had to cut his way out with an ax, barely escaping with his life. His clothing took fire, burning both arms. He was also bruised on chest and leg, and had his ankle sprained, incapacitating him for duty. Two inner-registered sacks, twenty-six registered packages, and

nine pounds of ordinary mail were lost, also one postmarking stamp and type, copy of Postal Laws and Regulations, Postal Guide, and Government revolver No. 119,661.

November 28, 1888.—Elba and Rocky Mount R. P. O., train No. 50, was derailed 3 miles east of Rocky Mount, Va., damaging mail apartment, causing a delay of eleven hours. No injury to clerks or loss or damage to mails.

November 28, 1888.—Lawrence and Gridley R. P. O., train No. 207, wrecked near Vineland, Kans., and mail car disabled, delaying train seven hours. No injury to clerk or loss or damage to mails.

November 30, 1888.—Chicago, Dunbar and Dubuque R. P. O. train was derailed at Byron, Ill. Mails transferred without loss or damage to baggage car. Clerk unhurt.

November 30, 1888.—Cairo and Poplar Bluff R. P. O., train No. 802, wrecked 1 mile west of Ash Hill, Mo., caused by cattle on track. Engine and combination mail, baggage and express car thrown from the track and badly damaged. Mails scattered, but none lost or damaged. Clerk unhurt.

December 1, 1888.—Carbondale and Scranton R. P. O., train No. 6, was wrecked near Archbald, Pa., caused by axle and wheel of mail compartment car breaking, throwing same off track. Mails thrown to the floor, but none lost or damaged. Clerk uninjured.

December 1, 1888.—Fernandina and Orlando R. P. O., train No. 4, was wrecked between Highland and Lawtey, Fla. Mail car slighly injured. No mails lost or damaged. Clerk unhurt.

December 3, 1888.—Waldo and Cedar Keys R. P. O., train No. 22, was wrecked 1 mile south of Rosedale, Fla., and mail car badly damaged and postal clerk slightly injured. Mails slightly damaged by oil, but all forwarded to destination.

December 6, 1888.—Smithville and Montgomery R. P. O. collided with a freight train 5 miles west of Cuthbert, Ga., and mail car totally demolished. Clerks L. M. Johnson and T. G. Champion jumped from the car in time to avoid the collision and sustained some slight injuries. Mails damaged by water and dirt, but none lost.

December 8, 1888.—Albuquerque and Los Angeles R. P. O., train No. 2, left the track near Crookton Hill, 10 miles east of Seligman, Ariz., and plunged into a cañon, whose sides were nearly perpendicular and more than 100 feet high. The mail car was completely demolished and Clerk F. W. Shotts dangerously injured. The mail was scattered, the tank upset, and the fire falling from the stove set fire to the sacks. The fire was extinguished by the passengers' assistance before much damage had been done to the mails, none being so badly injured as to prevent forwarding to destination.

December 9, 1888.—Kansas City and Wellington R. P. O., train No. 204, was wrecked 2 miles east of Oak Valley, Kans., and mail car disabled. Mails transferred, without loss or damage, to box car. Clerk unhurt.

December 9, 1888.—Nashville and Hope R. P. O., train No. 4, was wrecked near Hope, Ark., by ditching of engine. Mail transferred to an "extra," without loss or damage. Clerk unhurt.

December 10, 1888.—Seattle and Tacoma R. P. O., train No. 22, was run into at Puyallup Junction, Wash., by freight train No. 18, killing engineer of the latter and one passenger of the former. Draw-head of postal car was broken, but clerk and mails escaped injury.

December 13, 1888.—Los Angeles and National City R. P. O., train No. 1, was wrecked near Merle, Cal., caused by forward trucks of tender

leaving the track. Entire train, except one sleeper, derailed, the mail and baggage cars going over an embankment and landing bottom up. Clerk T. K. Rogers turned a complete somersault with his car, but escaped with a few slight bruises. No mail lost or damaged.

December 15, 1888.—St. Louis and Halstead R. P. O., train No. 4, was wrecked by a broken swith lever, throwing entire train, except engine, on a side track. The tender of engine was driven into the side of postal car, demolishing the latter. Clerks T. B. Robertson, jr., and W. W. Dugger were each severely bruised and incapacitated for duty. Mails slightly damaged, but none lost.

December 22, 1888.—Omaha and Ogden R. P. O., train No. 1, was wrecked in the yards at Omaha, Nebr., by a misplaced swith, disabling postal car and necessitating transfer of the mails. None were lost or damaged and clerks escaped injury.

December 23, 1888.—Memphis and Arkansas City R. P. O., steamer *Kate Adams*, burned 40 miles south of Memphis, Tenn., near Commerce Landing, Miss. All mail, including 22 registered-package envelopes, 3 registered packages, and post-office supplies, were destroyed. Clerk I. N. Woods barely had time to escape from the boat.

December 23, 1888.—Denver and Ogden R. P. O., train No. 7, derailed 20 miles from Ogden, Utah. No injury to clerk or loss or damage to mails. Delayed fourteen hours.

December 23, 1888.—Chattanooga and Atlanta R. P. O., train No. 20, ran through an open switch 12 miles north of Atlanta, Ga., killing Postal Clerk J. H. Young, and seriously injuring Clerks M. H. Bunn and J. D. Alexander. Mails slightly damaged by water, but none lost.

December 24, 1888.—Cincinnati and Nashville R. P. O., train No. 5, telescoped Louisville and Knoxville R. P. O., train No. 23, while latter was standing at Bardstown Junction, Ky., 20 miles south of Louisville, Ky., necessitating transfer of mails from No. 23. No injury to clerk or mails of either line.

December 25, 1888.—Mount Pleasant and Fort Worth R. P. O., train No. 80, went through a bridge near Fort Worth, Tex., and postal car badly wrecked. Mail turned in to Fort Worth post-office without loss or damage. Clerk unhurt.

December 26, 1888.—Burlington and Council Bluffs R. P. O., train No. 4, was derailed by an open switch 2 miles east of Pacific Junction, Iowa. The rear trucks of mail car and forward trucks of baggage car left the track and were dragged one-half mile before train stopped. Postal car was cut out, abandoned, and mails transferred without loss or damage to baggage car. Clerks unhurt.

December 26, 1888.—Pittsburgh and St. Louis R. P. O., train No. 7, collided with freight train No. 52, 1 mile west of Weaver's Station, Ohio. Clerk in charge, T. J. Coridan, was thrown backwards against pouch-rack and slightly hurt; Clerk J. A. Kidwell, who was dead-heading from Columbus to take run on same train from Richmond, was thrown against one of the posts of mail car, sustaining injuries to his head and face, incapacitating him for duty. No loss or damage to mails.

December 27, 1888.—Cameron and Atchison R. P. O., train No. 63, collided with train No. 5, K. C., St. Joe & C. B. R. R., at the crossing near East Atchison, Mo. Mail car badly wrecked and abandoned. No injury to clerk or mails.

December 28, 1888.—New Orleans and Marshall R. P. O., train No. 52, was wrecked by a misplaced switch 3 miles east of St. James, La., and mail car badly damaged. Postal Clerk H. A. Miller badly bruised. No loss or damage to mails.

December 29, 1888.—Meridian and New Orleans R. P. O., train No. 2, was derailed 1 mile south of Vicksburg, Miss. Postal car a complete wreck. Clerk and mails uninjured.

December 31, 1888.—Harrisburg and Baltimore R. P. O. While car No. 116 of this line was being shifted in the yard at Harrisburg, Pa., preparatory to southbound departure, it collided with another car, on account of misplaced switch. Clerk J. F. Prunty was considerably bruised and cut, and incapacitated for duty for two days. Postal car was repaired in time to be sent out on its regular run.

January 3, 1889.—Peoria and Jacksonville R. P. O., train No. 2, collided with a freight train at Pekin, Ill. Mail car injured and had to be cut out. No injury to clerk or loss or damage to mails.

January 3, 1889.—Baltimore and Lexington R. P. O., train No. 9, was wrecked 1½ miles south of Washington, D. C., badly damaging apartment car No. 77 and scattering the mails. No injury to clerk or mails.

January 8, 1889.—St. Joseph and Goodland R. P. O. While postal car No. 414 was standing in the yards at St. Joseph, Mo., it was destroyed by fire, and all its contents, being one sack of empty tie-sacks, twenty-one tie-sacks and eleven pouches hung in rack, three catcher-pouches, one dozen balls of twine, and one ink-pad. No one was in the car at the time, and origin of fire unknown.

January 9, 1889.—Cairo and New Orleans R. P. O., train No. 1, ran through an open switch 1 mile north of Brook Haven, Miss., jumped the track, and ran into a lumber pile, setting same on fire. Mail car No. 119 was destroyed. Some local mail, together with registry-book of clerk, were burned. The registered matter and nearly all the mail were saved. Clerk John G. Neelis received several cuts and bruises.

January 11, 1889.—Shreveport and Houston R. P. O., train No. 1, was wrecked one-half mile north of Keithville, La. No mails lost or damaged, and clerk unhurt.

January 12, 1889.—Buffalo and Pittsburgh R. P. O. train was wrecked at Twenty-ninth street, Pittsburgh, Pa., and postal car considerably damaged. Clerks J. W. Powell and A. M. Beers were badly shaken up. No loss or damage to mails.

January 14, 1889.—New York, Pennsylvania and Ohio Railroad, express train No. 8, was wrecked near Tallmadge, Ohio, and all matter mailed at the Akron, Ohio, post-office after 9.15 p. m. Saturday and before 5 p. m. Sunday for following destinations, was burned: Foreign, New York City, Maine, New Hampshire, Vermont, Connecticut, Rhode Island, Massachusetts, Erie Railroad east of Salamanca, N. Y., New York, Pennsylvania and Ohio Railroad; also mail for Leavittsburgh and Dayton R. P. O., train No. 5, east of Mansfield, from Cleveland and Cincinnati R. P. O. (night line, bound south), via Galion, and from the Pittsburgh and Crestline R. P. O., train No. 3, via Mansfield.

January 15, 1889.—East Lynne and Brownington R. P. O., train No. 2, was wrecked by spreading of track 4 miles north of Clinton, Mo., and engine, mail car, and one coach derailed. Clerk H. L. Moore was thrown upon his back and severely bruised, but not entirely disabled. Mail scattered, but none lost or damaged.

January 16, 1889.—Pittsburgh and Washington R. P. O., train No. 125, collided with a coal train at Idlewood, Pa. No injury to clerk, car, or mails.

January 18, 1889.—Wellsville and Bradford R. P. O., train No. 2, was ditched at Rixford, Pa. No injury to clerk, car, or mails. Delayed six hours.

January 19, 1889.—Wellsville and Bradford R. P. O., train No. 2, ran off track near Rew, Pa. No injury to clerk, car, or mails. Delayed one hour.

January 19, 1889.—Bristol and Chattanooga R. P. O., train No. 2, ran over a misplaced switch and into rear end of a freight train at Myers, Tenn. Postal car considerably damaged. No mail lost or destroyed, but a number of letters saturated with oil and water. Clerk W. M. Burrow jumped from the car, receiving several bruises and a severe cut over the right eye. Substitute Clerk J. H. Schroeder also jumped, receiving numerous cuts and bruises and a sprained ankle.

January 20, 1889.—Portland and San Francisco R. P. O., train No. 15, ran upon a cow near Riddles, Oregon, derailing engine, mail and express cars, and three sleepers. Mail was thrown out of cases and slightly injured by dirt, but none lost or destroyed. Clerk unhurt. Delayed eleven hours.

January 21, 1889.—Clayton and Chestertown R. P. O. was wrecked between Lambson's and Black Station, Md., caused by freight car leaving the track, the trucks of which were thrown against the mail car, standing the latter nearly on end. Clerk F. H. Greenwood was thrown violently in the corner of his car, but miraculously escaped injury. No mails lost or damaged.

January 21, 1889.—San Bernardino and Riverside R. P. O., train No. 3, was wrecked by spreading of rails, midway between East Riverside and Alessandro, Cal. The forward platform and trucks were completely torn from mail car, and the floor and left side of car badly split. Clerk H. E. Fendge escaped with a few bruises. Mail considerably damaged by oil, but none lost. Delayed five hours.

January 21, 1889.—Ashtabula and Youngstown R. P. O., train No. 10, collided with a freight train at Tyrrell, Ohio, and postal car badly wrecked. Clerk G. E. Gee received a fracture of the rib, and was incapacitated for duty. Mail taken back to Ashtabula post-office and dispatched. None lost.

January 22, 1889.—Pottsville, Tamaqua, and Herndon R. P. O., train No. 2, was wrecked 3 miles south of Tamaqua, Pa. Postal Clerk H. J. Strouse was slightly bruised and suffered from nervous shock. Mail delayed three hours, but none lost or damaged.

January 22, 1889.—El Paso and Los Angeles R. P. O. (west-bound). Postal Clerk E. C. De Baca had so large a mail that he was compelled to pile some of it near the stove. At night (while he was asleep) he was awakened by car being full of smoke. He stopped the train and found that some mail had caught fire from falling against the stove and was briskly burning. With the help of train hands the fire was extinguished, after destroying two tie-sacks of paper mail for Phœnix, Ariz., and one for Temple, Ariz. Some registered cases were burned on outside, but contents not damaged.

January 25, 1889.—Dallas and Kemp R. P. O., train No. 1, was wrecked by spreading of track, at Simonds, Tex. Mails transferred to engine. Clerk unhurt.

January 25, 1889.—Salamanca and Oil City R. P. O., train No. 28, collided with another train just north of Oil City, Pa. No injury to clerk or loss or damage to mails.

January 27, 1889.—Paris and Weatherford R. P. O., train No. 11, was wrecked between Wylie and Copeville, Tex. Arrived at Paris, Tex., next day, eighteen hours late. No injury to clerk or loss or damage to mails.

January 28, 1889.—Houston and Eagle Pass R. P. O., train No. 18,

while detained at Luling, Tex., by a freight wreck, was run into from the rear by a freight train, telescoping the last coach and smashing in front end of express car. No damage to mail apartment or mails. Clerk uninjured.

January 28, 1889.—Garrison and Butte City R. P. O. train was wrecked 7 miles west of Butte City, Mont., and combination mail and baggage car damaged. No mails lost or damaged and clerk unhurt.

January 29, 1889.—Albuquerque and Los Angeles R. P. O, train No. 1, collided with a construction train at Needles, Cal., caused by a misplaced switch. The tender of the engine telescoped the postal car as far as the letter cases, completely demolishing it. The heater overturned and set fire to the car. Clerk L. W. Corbett was thrown down between the paper racks and the tender, but fortunately escaped without serious injury. Substitute Clerk Gratton sustained slight bruises. As soon as the clerks recovered from the shock they broke a window and climbed out; procuring an axe, they cut through to the heater and with difficulty extinguished the fire. All the mail, including registered matter, was rescued. Some letter mail was damaged by oil and water, but was forwarded to destination. A few tie-sacks were scorched, but contents not damaged.

January 30, 1889.—Roberts and Guide R. P. O., train No. 54, was wrecked between Kaufman and Terrell, Tex., damaging the mail car. Mail was transferred to box car without loss or damage and trip completed. Clerk unhurt.

January 30, 1889.—Eatonton and Gordon R. P. O., train No. 21, ran through a trestle 4 miles south of Milledgeville, Ga., completely wrecking mail car and seriously injuring clerk, J. C. Adams. No mail lost or damaged. Delayed twelve hours.

February 6, 1889.—Wheeling and Huntington R. P. O., train No. 4, collided with a freight train near Williamson, W. Va., damaging mail apartment car and seriously bruising Clerks H. E. Tippett and Thomas G. Hogg. No mail lost or damaged.

February 8, 1889.—Nolforlk and Raleigh R. P. O., train No. 41, ran into an open switch at R. R. Company's shops near Raleigh, N. C., badly damaging the postal car and seriously injuring clerk, J. S. Grant. No mail lost or damaged.

February 12, 1889.—Wendover and Cheyenne R. P. O. was derailed 2 miles south of Horse Creek Station, Wyo., mail car damaged and rendered unfit for service. Mails transferred without loss or damage to caboose. Clerk unhurt. Delayed eight hours.

February 13, 1889.—Chicago and Quincy R. P. O., train No. 15, collided with a freight train near St. Augustine, Ill., badly wrecking mail car. A portion of letter mail damaged by water and oil. One registered package, No. 96, from North Bloomfield, Cal., to Avon, Ill., was lost. Clerks escaped injury.

February 14, 1889.—Train No. 71 (closed-pouch service), leaving Orlean, Ind., was thrown from the track, and three locked pouches *each* for Paoli, Lick Creek, and French Lick, Ind., also some sacks of paper mail were burned. Three pouches for West Baden, Ind., were saved.

February 15, 1889, Burlington and St. Louis R. P. O., train No. 71, collided with a freight train near Keokuk, Iowa. Mail car damaged and rendered unfit for service. Mails transferred without loss or damage to baggage car. Clerks unhurt.

February 20, 1889.—Raleigh and Gibson's Station R. P. O., train No. 38, was derailed near Hoffman, N. C., and apartment car slightly damaged. No injury to clerk or loss or damage to the mails.

February 22, 1889.—San Francisco and Los Angeles R. P. O., train No. 17, was boarded by robbers at Pixley, Cal., who got on front end of mail car and, climbing over the tender, ordered the engineer to pull out. When about 2 miles from Pixley, they ordered the train stopped, when they placed a bomb under the express car, compelling the messenger to surrender. They then entered and robbed the car. A number of passengers, who left the coaches and went forward to learn the cause of delay, were fired upon by the robbers and two killed. The mail car was not molested. Delayed one and one-half hours.

February 22, 1889.—Atchison and Lenora R. P. O., on leaving Lenora, Kans., caught fire from the stove and was slightly damaged. Fire was extinguished by use of hand grenades. No loss or damage to mails.

February 22, 1889.—Paris and Weatherford R. P. O., train No. 26, was wrecked 4 miles east of Parsons, Tex. Mail apartment was thrown from the track and rolled 6 feet down an embankment and badly damaged. Clerk T. T. Murphy slightly bruised. Mail damaged by oil, but none lost.

February 23, 1889.—Corpus Christi and Laredo R. P. O., train No. 2, was wrecked 28 miles from Laredo, Tex., and mail apartment and coach turned over. Mail transferred to a special without loss or damage, arriving at Laredo nine hours late. Clerk unhurt.

February 23, 1889.—Vanceborough and Bangor R. P. O. (day line east) was derailed at a point 2 miles east of Kingman, Me. Postal car No. 563 was overturned and immediately took fire, presumably from the stove. Clerk in charge, W. D. Mudgett, was pinned down in the wreck and burned to death, scarcely a bone of his body being left. C. F. Palmer, second clerk, was also caught in the debris, but by prompt action on the part of the trainmen was rescued, though sustaining very severe external and internal injuries. He was carried a safe distance from the wreck and laid down, where he directed the trainmen to cut away a certain portion of the burning car that contained the storage mail, thereby saving the larger portion. Nearly all the provincial paper mail was burned. Three registered pouches for St. John, N. B., and an inner registered sack from Bangor to Calais, Me.; also several way registers, all of which were completely destroyed, together with the equipments of the mail car. G. W. Soper, of the Bangor and Boston R. P. O., hearing of the accident at his home, immediately started for Kingman and rendered valuable service after his arrival.

February 24, 1889.—Arcadia and Cherry Vale R. P. O., train No. 16, was wrecked by broken wheel under the mail car at Pittsburgh, Kans., necessitating transfer of mail to baggage car. No injury to clerk or loss or damage to mails.

February 26, 1889.—Cairo and Elmot R. P. O., steamer City of Vicksburg, was discovered to be on fire at 12.40 a. m. Clerk in charge, O. B. Ferguson, after a hard struggle, succeeded in putting out the fire and saving all government property. No mails lost or damaged. Delayed seventeen hours.

February 26, 1889.—Greensborough and Winston R. P. O., train No. 7, was wrecked near Colfax, N. C., by running into a land slide. No damage to mail apartment car, mails, nor injury to clerk on duty.

February 28, 1889.—Kansas City and Joplin R. P. O. While the train was backing up toward depot at Joplin, Mo., an open switch threw it against loaded coal cars, demolishing postal car No. 274, and badly bruising Postal Clerk John Dunlap, but not incapacitating him for duty. No mails lost or damaged.

March 6, 1889.—Wilkesbarre and Pottsville R. P. O., train No. 494,

left the track between Black Ridge and Cranberry Junction, Pa., badly wrecking postal car No. 408. No injury to clerk or loss or damage to mails.

March 6, 1889.—Orleans and St. Francis R. P. O., train No. 136, while standing at the depot at Oxford, Nebr., was run into by a freight train, which smashed in the mail end of apartment car, rendering it temporarily unfit for further service. Neither clerk nor mails sustained any injury.

March 8, 1889.—Sedalia and Denison R. P. O., train No. 1. Engine and postal car left the track 4 miles south of Fort Scott, Kans. One letter case was knocked from its position, resulting in the breaking of several oil lamps and the damaging, by oil, of a large amount of mail matter. Clerks uninjured.

March 13, 1889.—Portland and San Francisco R. P. O., train No. 16, was wrecked by the washing out of a culvert, 1½ miles north of Roseville, Cal. The mail, baggage, express, and Pullman cars went over an embankment, badly wrecking the mail car. Substitute clerk C. L. Hobbs was thrown among the paper racks and was badly cut about the head by the hooks, one ear being nearly torn from his head. No mail lost or sufficiently damaged to prevent forwarding to destination.

March 15, 1889.—Minneapolis, Hayfield and Waterloo R. P. O., train No. 5, was wrecked near Stanton, Minn., caused by the breaking of an axle under the engine. Postal Clerk R. J. Thompson sustained a slight sprain of the left leg. No mail lost or damaged.

March 20, 1889.—Nevada and Larned R. P. O., train No. 482, was derailed 1 mile east of Conway Springs, Kans., owing to the breaking of an axle under the tender. No injury to clerk, or loss, or damage to mails. Delayed four hours.

March 22, 1889.—Cartersville and Talladega R. P. O., train No. 2, was wrecked near Merrellton, Ala. The trucks under a lumber car breaking loose were run upon by the mail car, derailing the latter and turning it over. Postal Clerk W. W. Milam jumped as his car turned and saved his life, but sprained his ankle and was incapacitated for duty. No mail lost or damaged. Delayed twelve hours.

March 23, 1889.—Griffin and Columbus R. P. O., train No. 51, was wrecked 4 miles north of Shiloh, Ga. The engine and tender left the track and rolled down an embankment, killing both engineer and fireman. Postal car badly damaged. No injury to clerk, or loss or damage to mails. Delayed twelve hours.

March 23, 1889.—Meridian and New Orleans R. P. O., train No. 1, was wrecked 2 miles north of Enterprise, Miss.; caused by the trucks under tender giving away and knocking the trucks from under mail car, derailing the latter, the express, and the second-class coach. The mail car was badly wrecked and the mail somewhat damaged by oil, but none lost or destroyed. Clerk W. F. Smith escaped with a few light bruises.

March 25, 1889.—Albuquerque and El Paso R. P. O., train No. 3. As the train was rounding a curve in the yard near Rincon, N. Mex. Postal Clerk C. B. Kingman was thrown from the car and had his nose broken and was otherwise bruised and incapacitated for duty.

March 26, 1889.—Atlanta and Brunswick R. P. O., train No. 13, collided with a freight train near Stockbridge, Ga., badly wrecking mail car and slightly injuring Postal Clerk John W. Graham. The engineer was instantly killed. No mail lost or damaged.

March 28, 1889.—Des Moines and Moberly R. P. O., train No. 8, was wrecked 3 miles north of Queen City, Mo., caused by a bridge at that

point being burned. The engine and postal car were overturned and precipitated 15 feet down an embankment, killing both engineer and fireman. Postal Clerk C. H. Hisle was severely injured, sustaining a severe cut on right arm and injuries to his back. Mail was taken from wreck in very bad condition, but was forwarded on train No. 2 the next day. None lost.

April 2, 1889.—Omaha and Beatrice R. P. O. (north bound) collided with a freight car at Wahoo, Nebr., damaging mail car, but doing no injury to clerk or mails. Delayed five hours.

April 2, 1889.—Omaha and Ogden R. P. O., train No. 1, collided, at Fremont, Nebr., with an empty box car which had been blown across main track during a heavy storm. No injury to clerks or loss or damage to mails.

April 4, 1889.—Pacific Junction and McCook R. P. O., train No. 4, collided with a wild engine at Crete, Nebr., wrecking both engines, but doing no injury to clerks or mail.

April 18, 1889.—Denver and Ogden R. P. O., train No. 7, was wrecked by a rockslide 7 miles east of Cimarron, Colo. Mail car abandoned and mails transferred—without loss or damage—to baggage car. Postal Clerk G. N. Burghardt jumped from the car upon the rocks and was considerably bruised.

April 20, 1889.—Peoria and Oskaloosa R. P. O., train No. 4 (bound east), was wrecked at Cedar Creek bridge, about 4 miles west of Abingdon, Ill., caused by the breaking of a flange on the wheel of a freight car immediately in front of mail car. The train fell through a trestle-bridge a distance of 20 feet, the postal car turning over and catching fire from lamps. Postal Clerks Edward Simpson and Lee H. Morgan were both severely injured, the former having one rib broken and injured about the head and back. The latter was thrown out of the car door, receiving severe cuts about the head, and was also badly bruised. The conductor of the train and one passenger were killed and a number of persons seriously injured. The contents of postal car were entirely destroyed by fire, including 5 registered letters and clerk's record of the same, 15 pouches, and 20 tie-sacks, with contents; also personal property of both clerks.

May 2, 1889.—Sheffield and Jasper R. P. O., train No. 1, was wrecked 22 miles north of Jasper, Ala., and postal car completely demolished. No injury to clerk or loss or damage to mails.

May 4, 1889.—Topeka and Fort Scott R. P. O., train No. 282, was wrecked 3 miles south of Garnett, Kans., caused by a broken flange on the drive-wheels of the engine. The engine and postal car went over an embankment, landing on opposite sides. No injury to clerk or loss or damage to mails.

May 5, 1889.—St. Paul and Mandan R. P. O., train No. 1, collided with east-bound freight train No. 18, 1½ miles east of Crystal Springs, Dak., caused by operator at Steele, Dak., making an error in train order and dispatcher at Jamestown, Dak., failing to detect it when repeated. Postal Clerk Edward Slattery was crushed under the wreck and scalded by escaping steam from the locomotives. He died four hours after the collision. Clerk C. M. Lounsberry had his left leg broken below the knee and was badly scalded on face, back, and arms. Clerk R. U. D. Evans was severely bruised and scalded on chest, back, and arms. The postal car was completely demolished. Portions of mail were buried under the wreck and were not recovered until several days after. All registered mail saved except package No. 66, postmarked April 29, 1889, at Worcester, Mass., for Sterling, Dak., supposed to

have contained $15. Nearly all letter and paper mail was recovered and forwarded to destination, but much was soiled, torn, and badly damaged by mud and water.

May 7, 1889.—Cincinnati and Chattanooga R. P. O., train No. 2, collided with freight train No. 21, near Glen Mary, Tenn., caused by error of operator in transcribing order of train-dispatcher. Postal Clerk S. H. Erwin had his left arm broken in three places and two ribs broken; also injured internally. Clerk J. M. King was badly bruised about the head, face, and legs. One fireman was killed and express messenger, baggage-master, and train porter badly injured. Postal car totally wrecked. Mail badly scattered, but none lost or damaged.

May 7, 1889.—Richmond, Lynchburgh, and Clifton Forge R. P. O., train No. 1. was wrecked near Pemberton, Va., demolishing the postal car and severely bruising Clerk J. T. Ligon. No mail lost or damaged.

May 11, 1889.—Texarkana and El Paso R. P. O., train No. 3, was derailed near El Paso, Tex., caused by running into an open switch. Postal car badly damaged; also one package of letters by oil from lamp. No injury to clerk or loss to mails.

May 23, 1889.—St. Louis and Halstead R. P. O., train No. 3, was wrecked near Sullivan, Mo, and the postal and other cars thrown over an embankment 30 feet high, completely demolishing postal car. Mails were scattered over the ground and Clerks J. L. Stice and J. C. Talliaferro seriously injured and incapacitated for duty. Some mail damaged, but none supposed to have been lost.

May 29, 1889.—Baltimore and Grafton R. P. O., train No. 1, was wrecked near Rockville, Md., caused by spreading of track. The postal car was badly damaged, but clerks escaped injury, and no mails were lost or destroyed.

June 6, 1889.—Chattanooga and Meridian R. P. O., train No. 1, broke through a burning trestle, 15 miles south of Tuscaloosa, Ala., the engine, mail, and baggage cars falling through to the bottom of a ravine and immediately catching fire. Postal Clerk George T. Smith escaped unhurt, and, at great personal risk, re-entered the burning car and saved nearly all the letter mail, his entire registered mail, and some of the paper mail. The car No. 102, together with fifty canvas sacks of papers and about twelve letters, were entirely destroyed.

June 10, 1889.—Portland and Coburg R. P. O., train No. 4, ran into an open switch at Townsend, 3 miles south of Woodburn, Oregon, badly wrecking locomotive. The postal car left the track, slightly injuring Clerk O. W. Olney and scattering the mail. No mail lost, nor was any sufficiently damaged to prevent forwarding to destination.

June 10, 1889.—Skowhegan and Portland R. P. O. (east bound) ran into a washout near Oakland, Me., resulting in the injury of Clerk-in-Charge M. J. Spear, F. W. Patterson, of the North Anson and Portland R. P. O., and A. S. Libby, a former clerk of the Skowhegan and Portland, who was running with Spear to instruct him in his duties. The latter was badly bruised and incapacitated for duty. Libby was seriously injured, having three ribs broken, also internal injuries. Patterson had both legs broken (one in two places) and one arm broken. Two registered packages lost. Letter mail, for points east of Oakland, slightly damaged and some lost.

June 10, 1889.—St. Louis and Texarkana R. P. O., train No. 754, was derailed in the yard at St. Louis, Mo., and postal car badly damaged. No mail lost or damaged. Postal Clerk George Kraft was slightly bruised about the head.

June 11, 1889.—Baltimore and Grafton R. P. O., train No. 2, was

wrecked by colliding with a freight train near Cumberland, Md. The front end of postal car was badly wrecked, but clerks escaped injury. No mail lost or damaged.

June 12, 1889.—Sag Harbor and New York R. P. O., when nearing Sag Harbor, N. Y., and while train was running at a high rate of speed around a curve, Postal Clerk Daniel H. Griffing was thrown from the car when in the act of changing the catcher. He sustained a compound dislocation of the right ankle and a fracture of the left arm, and was taken to St. Mary's Hospital, in Brooklyn, N. Y., and his leg amputated above the ankle.

June 19, 1889.—Pittsburgh and St. Louis R. P. O., train No. 7, being two hours late, and running at the rate of 60 miles an hour, was wrecked at Cumberland Junction, 4 miles east of Steubenville, Ohio. The train consisted of engine, tender, express and four postal cars. The rear car was thrown from the track and rolled down an embankment, turning over three times and carrying with it the storage and paper cars. As the paper car left the track it struck a flat car loaded with steel rails. The shock completely demolished the postal car and instantly killed Clerks J. G. Payne and James Rinehart, and injured clerks as follows: A. E. Varley, injured about the hips and head cut; E. E. Benner, right hip crushed and head cut; C. J. Minor, bruised about the back; Robert Ellis, shoulder-blade broken and back bruised; F. L. Shook, severe bruise on one leg; T. D. Armstrong, left leg broken below the knee, head badly cut, and seriously bruised on different parts of the body; J. E. Matthews, thigh bruised and bad cuts about the head; J. W. Bishop, ribs broken, hip bruised, and bad cut on the thigh; W. L. Bolton, back sprained and cut on right knee. The three postal cars thrown from the track were so badly wrecked that, after the mail and other effects were secured, they were broken up and burned. No mail lost, but some damaged by oil and water.

June 20, 1889.—Kansas City and Joplin R. P. O. (north bound) was wrecked at Pleasant Hill, Mo., by freight train colliding with mail apartment, caused by misplaced switch. The car was badly wrecked, and mail somewhat injured, but none lost. Clerks John Dunlap and H. S. Mitchell, slighly injured.

June 25, 1889.—Cairo and Texarkana R. P. O., north-bound train on St. Louis, Arkansas & Texas R. R., struck a cow at the trestle bridge across Crooked Bayou. The engine was thrown from the track, and went thundering across the ties, shattering the bridge to pieces. The express, baggage, mail car, and two passenger coaches went into the bayou 20 feet below, instantly killing express agent and injuring Postal Clerks R. P. Johnson and H. Sanguin.

June 25, 1889.—Camak and Macon R. P. O., train No. 32, was wrecked three miles west of Sparta, Ga., and postal car demolished. Mail damaged, but none supposed to have been lost. Clerk unhurt.

June 26, 1889.—Scottsville and Gallatin R. P. O., train 2, was wrecked near Westmoreland, Tenn. Postal car No. 10 and a passenger coach fell through a trestle, and both were completely wrecked. Postal Clerk Henry Peacock jumped from his car and escaped injury. Mail somewhat damaged, but none lost.

June 28, 1889.—Phalanx Station and Bergholz R. P. O., while mail apartment car, with Clerk H. F. Myers on duty, was standing at the depot at Alliance, O., it was run into by freight cars, and Myers internally injured and incapacitated for duty.

June 28, 1889.—Portsmouth and Cincinnati R. P. O., train No. 63, went through a trestle at Rockyford, near Batavia, Ohio. Postal clerk,

D. A. Warden, sustained injuries to his back, incapacitating him for duty. The postal car passed over safely and mails were not damaged.

June 30, 1889.—Texarkana and El Paso R. P. O., train No. 2, was wrecked near Elmo, Tex. Mail apartment went over a 10-foot embankment and was dragged some distance. Postal clerk, B. W. Cunningham, was severely bruised and his right arm badly sprained, incapacitating him for duty twelve days. Clerk G. W. Ratliff, jr., escaped with a few slight bruises. Baggage-master instantly killed. Mails were considerably damaged and a number of letters lost; being completely buried in the mud. The damaged mail was taken to Fort Worth and, after being thoroughly dried, forwarded to destination.

Recapitulation of casualties in the Railway Mail Service from 1875 *to* 1889.

Year ended June 30—	Total number of clerks.	Number of casualties.	Clerks killed.	Clerks seriously injured.	Clerks slightly injured.
1875	2,238	(*)	1	(*)	(*)
1876	2,415	(*)	1	(*)	(*)
1877	2,500	27	2	10	4
1878	2,608	36	2	15	3
1879	2,609	35	3	14	13
1880	2,946	26	.....	14	15
1881	3,177	62	7	15	22
1882	3,570	83	3	16	20
1883	3,855	114	1	35	42
1884	3,963	154	7	28	60
1885	4,387	102	2	35	65
1886	4,573	211	.....	56	60
1887	4,851	244	5	45	72
1888	5,094	248	4	63	45
1889	5,448	193	10	95	40

*Not reported.

REPORT

OF THE

THIRD ASSISTANT POSTMASTER-GENERAL

TO THE

POSTMASTER-GENERAL

FOR THE

FISCAL YEAR ENDING JUNE 30, 1889.

REPORT

OF THE

THIRD ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 23, 1889.

SIR: My first incumbency of this office began on the 1st July, 1877, under appointment by the President bearing date of June 8 of that year; and it continued to the 31st March, 1887, my resignation, offered more than two years previously, having been accepted to take effect on that date. I resumed the duties of the position on the 1st April, 1889, upon nomination by the President on the 18th, and confirmation by the Senate on the 19th of March. My supervision of the business was, therefore, confined to the last quarter of the fiscal year for which this report is made; but from the high personal character of my predecessor, and from the fact that the methods had been commended and left unchanged by him, I submit the results of the year without hesitation.

FINANCIAL OPERATIONS OF THE POSTAL SERVICE.

It has been usual, before presenting the financial statement for the fiscal year on account of which the report is made, to restate the account of the two preceding fiscal years. The reason for this is that a considerable indebtedness remains at the close of the year, the amount of which can only be approximated upon the best available data. This indebtedness is satisfied in by far the greatest part, if not in whole, within the ensuing two years, during which time the appropriations remain available for the purpose before being finally covered into the Treasury. In the new statement, therefore, actual payments take the place of estimated liabilities shown in previous statements. Following the custom, the accounts for the years 1887 and 1888 are restated as follows:

FISCAL YEAR ENDING JUNE 30, 1887.

REVENUE.

1. Ordinary postal revenue:		
(*a*) Letter postage paid in money	$93,777.87	
(*b*) Box-rents	2,158,499.98	
(*c*) Fines and penalties	19,433.56	
(*d*) Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards	45,670,983.84	
(*e*) Dead letters	10,976.35	
(*f*) Miscellaneous	164,602.34	
Total ordinary postal revenue		$48,118,273.94
2. Receipts from money-order business		719,335.45
		48,837,609.39
Add amount gained by suspense accounts		23,566.80
Makes gross revenue		48,861,176.19

EXPENDITURES AND LIABILITIES.

Expenditures:		
1. Amount expended from July 1, 1886, to September 30, 1887	$52,391,677.43	
2. Amount expended from October 1, 1887, to September 30, 1888	368,160.40	
3. Amount expended from October 1, 1888, to September 30, 1889	55,712.25	
Total amount paid out of appropriations, from July 1, 1886, to September 30, 1889, on account of the service of the year ending June 30, 1887		$52,815,550.08
Liabilities:		
1. Estimated amount of unpaid indebtedness remaining on September 30, 1889, on account of the service of the year ending June 30, 1887	5,529.50	
2. Amount chargeable for transportation on the non-aided lines of the Central Pacific Railroad Company, not certified to the Secretary of the Treasury under decision of the Supreme Court, and remaining unpaid for want of appropriation	289,468.00	
3. Amount chargeable for mail transportation on Sioux City and Pacific Railroad, not included in amount certified to the Secretary of the Treasury, and payment for which is suspended by the Treasury Department	6,126.09	
		301,123.59
Total amount of expenditures and liabilities for the service of the year		53,116,673.67
Leaves deficiency in postal revenue		4,255,497.48

COST OF POSTAL SERVICE FOR 1887.

The amounts certified to the Secretary of the Treasury for mail transportation on the several Pacific railroads, though by law not payable out of nor chargeable against the appropriations made by Congress for the postal service, should properly be included in ascertaining the cost of the service. The total cost for the year ending June 30, 1887, will therefore appear as follows:

Amount of expenditures and liabilities shown in the foregoing statement		$53,116,673.67
Amount certified to the Secretary of the Treasury for credit to the Pacific Railroad Companies for mail transportation:		
From July 1, 1886, to September 30, 1887	$1,187,027.33	
From October 1, 1887, to September 30, 1888	11,241.72	
From October 1, 1888, to September 30, 1889	250.78	
Total amount certified		1,198,519.83
Gives total cost of service		54,315,193.50
Deduct amount of gross revenue as above		48,861,176.19
Leaves excess of cost of the postal service over amount of postal revenue for year ending June 30, 1887		5,454,017.31

As compared to the previous year, there was an increase of $33,773.07, or 56.3 per cent., in letter postage paid in money; of $140,451.94, or 6.9 per cent., in revenue from box-rents; of $5,961.21, or 44.2 per cent., from fines and penalties; of $4,223,887.96, or 10.1 per cent., from the sale of postage-stamps, stamped envelopes, newspaper wrappers,

and postal cards; of $2,118.02, or 23.9 per cent., received from Dead-Letter Office; and of $114,210.66, or 226.6 per cent., in revenue from miscellaneous sources—making a total increase of $4,520,402.86, or 10.4 per cent., in the amount of ordinary postal revenue collected. There was also an increase of $368,783.58, or 105.2 per cent., in the receipts from money-order business. The total increase by items was $4,889,186.44. The gross revenue for 1886 was, however, reduced in the sum of $12,174.25, and there was a gain of $23,566.80 by the closing of suspense accounts in 1887. Accordingly, the increase in net revenue for 1887 over that for 1886 was $4,924,927.49, or 11.2 per cent.

The increase of expenditures and liabilities was $2,013,830.45, or 3.9 per cent., over those of the previous year. The increase in the total cost of the service (including amount certified to the Secretary of the Treasury) was $2,099,678.28, or 4 per cent.

The deficiency of revenue required from the Treasury to meet the expenditures was $4,255,497.48, being equal to 8 per cent. of the total expenditures and liabilities. The total cost of the service (including amounts certified for Pacific railroads) was $5,454,017.31, or 11.2 per cent., in excess of the gross revenue.

FISCAL YEAR ENDING JUNE 30, 1888.

REVENUE.

1. Ordinary postal revenue:		
(a) Letter postage paid in money	$61,903.40	
(b) Box-rents	2,173,284.05	
(c) Fines and penalties	19,583.76	
(d) Postage-stamps, stamped envelopes, newspaper-wrappers, and postal-cards	49,544,272.72	
(e) Dead letters	9,117.72	
(f) Miscellaneous	88,697.31	
Total ordinary postal revenue		$51,896,858.96
2. Receipts from money-order business		798,317.83
Gross revenue		52,695,176.79

EXPENDITURES AND LIABILITIES.

Expenditures:		
1. Amount expended from July 1, 1887, to September 30, 1888	$55,795,357.84	
2. Amount expended from October 1, 1888, to September 30, 1889	490,073.70	
Liabilities:		
1. Estimated amount of unpaid indebtedness for various objects remaining on September 30, 1889, on account of the service of the year ending June 30, 1888	1,146.82	
2. Amount chargeable for transportation on the non-aided lines of the Central Pacific Railroad Company, not certified to the Secretary of the Treasury, under decision of the Supreme Court, and remaining unpaid for want of appropriation	308,450.55	
3. Amount chargeable for mail transportation on Sioux City and Pacific Railroad, not included in amount certified to the Secretary of the Treasury, and payment for which is suspended by the Treasury Department	10,703.64	
Total amount of expenditures and liabilities for the service of the year		56,605,732.55
Leaves deficiency in postal revenue		3,910,555.76

COST OF POSTAL SERVICE FOR 1888.

The estimated total cost of the postal service for the year ending June 30, 1888, including amounts certified to the Secretary of the Treasury for mail transportation on the Pacific railroads, and not chargeable to the appropriations, will appear from the following:

Amount of expenditures and estimated liabilities, as shown in the foregoing statement		$56,605,732.55
Amount certified to the Secretary of the Treasury for credit to the Pacific Railroad Companies for mail transportation:		
From July 1, 1887, to September 30, 1888	$1,240,600.83	
From October 1, 1888, to September 30, 1889	1,507.20	
Total amount certified		1,242,108.03
Gives total estimated cost of service		57,847,840.58
Deduct amount of gross revenue as above		52,695,176.79
Leaves excess of estimated cost of the postal service over amount of postal revenue for year ending June 30, 1888		5,152,663.79

The items of postal revenue showing an increase, with the amounts thereof, as compared to the receipts from the corresponding sources for the previous year, are as follows: Box-rents, $14,784.07, or 0.6 per cent.; fines and penalties, $150.20, or 0.7 per cent.; sales of postage-stamps, stamped envelopes, newspaper wrappers, and postal-cards, $3,873,288.88, or 8.4 per cent. The items showing a decrease are as follows: Letter postage paid in money, $31,874.47, or 33.9 per cent.; received from Dead-Letter Office, $1,858.63, or 16.9 per cent.; miscellaneous, $75,905.03, or 46.1 per cent. The three items of increase amounted to $3,888,223.15, and the three items of decrease to $109,638.13, leaving the net amount of increase by items, $3,778,585.02. In addition to the foregoing, there was an increase of $78,982.38, or 10.9 per cent., in the receipts from money-order business. The gross revenue for 1887 included $23,566.80 gained on suspense account, and the increase in the gross amount for 1888 over that for 1887 was, therefore, $3,834,000.60, or 7.8 per cent.

The increase of expenditures and estimated liabilities was $3,489,058.88, or 6.5 per cent., over those of the preceding year. The increase in the estimated total cost of the service (including certifications to the Secretary of the Treasury for transportation on the Pacific railroads) was $3,532,647.08, or 6.5 per cent., over that of the previous year.

The estimated deficiency of revenue needed from the Treasury to meet the expenditures and liabilities was $3,910,555.76, being equivalent to 6.9 per cent. of the total expenditures and estimated liabilities. The total estimated cost of the service (including amount certified on account of Pacific railroads) was $5,152,663.79, or 9.8 per cent., in excess of the gross revenue.

FISCAL YEAR ENDING JUNE 30, 1889.

REVENUE.

1. Ordinary postal revenue:		
(a) Letter postage paid in money	$176,612.98	
(b) Box-rents	2,188,578.98	
(c) Fines and penalties	19,900.20	
(d) Postage-stamps, stamped envelopes, newspaper-wrappers, and postal-cards	52,953,101.83	
(e) Dead letters	12,722.38	
(f) Miscellaneous	36,890.70	
Total ordinary postal revenue		$55,387,806.37
2. Receipts from money-order business		787,804.81
Gross revenue		56,175,611.18
Less amount charged to bad debts, compromise and suspense cases		27,596.26
Leaves as total revenue		56,148,014.92

EXPENDITURES AND LIABILITIES.

Expenditures:			
Amount expended from July 1, 1888, to September 30, 1889		$61,376,847.24	
Liabilities:			
1. Estimated amount of unpaid indebtedness for various objects remaining on September 30, 1889, on account of the service of the year	$587,968.62		
2. Estimated amount of indebtedness not yet reported to Auditor by the Department on account of the transportation of the mails by railroad	200,000.00		
3. Amount chargeable for transportation on the non-aided lines of the Central Pacific Railroad Company, not certified to the Secretary of the Treasury under decision of the Supreme Court, and remaining unpaid for want of appropriation	321,077.25		
4. Amount chargeable for mail transportation on Sioux City and Pacific Railroad, not included in amount certified to the Secretary of the Treasury, and payment for which is suspended by the Treasury Department	12,305.24		
		1,121,351.11	
Total amount of expenditures and liabilities for the service of the year			62,498,198.35
Leaves deficiency in postal revenue			6,350,183.43

COST OF POSTAL SERVICE FOR 1889.

The estimated total cost of the service for the year ending June 30, 1889, including amount certified to the Secretary of the Treasury for transportation of the mails on the Pacific railroads and not chargeable to the appropriations, will appear as follows:

Amount of expenditures and estimated liabilities, as shown in the foregoing statement	$62,498,198.35
Amount certified to the Secretary of the Treasury for credit to the Pacific Railroad Companies for mail transportation	1,253,673.33
Gives total estimated cost of service	63,751,871.68
Deduct amount of net revenue, as above	56,148,014.92
Leaves excess of cost of the postal service over amount of postal revenue for year ending June 30, 1889	7,603,856.76

As compared to the year ending June 30, 1888, there was an increase of $114,708.88, or 185.3 per cent., in letter postage paid in money; of $15,294.93, or 0.7 per cent., in box-rents; of $316.44, or 1.6 per cent., in the amount received from fines and penalties; of $3,408,829.11, or 6.8 per cent., in the amount received from the sale of postage-stamps, stamped envelopes, newspaper wrappers, and postal-cards; and of $3,604.66, or 39.5 per cent., from dead letters—making a total of $3,542,754.02. There was a decrease of $51,806.61, or 58.4 per cent., in miscellaneous receipts, leaving the net increase of postal revenue by items at $3,490,947.41, or 6.7 per cent., over the postal revenue for 1888. The receipts for money-order business showed a decrease of $10,513.02, or 1.3 per cent., as compared to the previous year.

The gross revenue of the year ($56,175,611.18) was reduced in the sum of $27,596.26 through the adjustment of bad debts, compromise and suspense accounts, leaving a balance of net revenue of $56,148,014.92. This was an increase of $3,452,838.13, or 6.6 per cent., over the revenue for the year ending June 30, 1888. The increase of expenditures and estimated liabilities was $5,892,465.80, or 10.4 per cent., over those of the previous year. The increase in the estimated total cost of the service, including amount certified to the Secretary of the Treasury for transportation of the mails on the Pacific railroads, was $5,904,031.10, or 10.2 per cent., over that of the year ending June 30, 1888. The estimated deficiency of revenue needed from the Treasury to meet the expenditures and liabilities was $6,350,183.43, being equal to 11.3 per cent. of the total expenditures and estimated liabilities for the year. The total cost of the service, including amount certified on account of the Pacific railroads, was $7,603,856.76, or 13.5 per cent., in excess of the gross revenue.

The appropriations for the service of the year amounted to $62,093,392.79, including $121,987.05 for the special-delivery system, for which no specific amount is appropriated, the expenses of the system being payable out of its receipts. The appropriations covered thirty-nine items, including that for special-delivery service. The total amount expended up to the 30th September on account of the year ending June 30, 1889, was $61,376,847.24. In thirty-eight items of appropriation there were unexpended balances remaining on the 30th September to the amount of $1,085,536.54. In one item, that of compensation to postmasters, the expenditure exceeded the appropriation in the sum of $368,990.99. The net amount of unexpended balances was, therefore, $716,545.55, which is left available for the discharge of the indebtedness on account of the respective items for which appropriation was made.

By quarters the expenditures of the fiscal year ending June 30, 1889, as compared to those for the corresponding periods of the previous fiscal year, were as follows: For the service of the quarter ending September 30, 1888, $14,710,215.83, being an increase of $1,066,377.07, or 7.8 per cent.; for service of the quarter ending December 31, 1888, $15,233,024.10, being an increase of $1,441,243.49, or 10.4 per cent.; for the service of the quarter ending March 31, 1889, $15,719,984.02, being an increase of $1,643,358.79, or 11.6 per cent.; and for the service of the quarter ending June 30, 1889, $15,713,623.29, being an increase of $1,430,510.05, or 10 per cent.

Among the principal items of expenditure for the year, there was an increase over the expenditure of the year ending June 30, 1888, of $579,222.33, or 4.6 per cent., for compensation to postmasters; of $413,782.62, or 7.5 per cent., for compensation to clerks in post-offices; of $312,870.25, or 62.1 per cent., for rent, fuel, and light in post-offices; of $1,535,520.42, or 28.3 per cent., for free-delivery service; of $162,017.21, or 3.2 per cent., for transportation on star routes; of $2,052,516.19, or 12.9 per cent., for inland transportation by railroad; of $18,014.42, or 4.3 per cent., for steamboat transportation; of $168,102.24, or 9.2 per cent., for railway postal-car service; of $75,037.70, or 8.8 per cent., for mail-messenger service; and of $266,764.92, or 5.3 per cent., for railway post-office clerks.

ESTIMATES FOR THE FISCAL YEARS ENDING JUNE 30, 1890 AND 1891.

From the foregoing exhibits it will appear that the rate of increase of ordinary postal revenue collected for the year ending June 30, 1887, over that of 1886, was 10.4 per cent.; the increase for the year ending June 30, 1888, over the revenue of 1887, was at the rate of 7.8 per cent.; and for the year ending June 30, 1889, there was an increase of 6.7 per cent. over the postal revenue of 1888. In the annual report of 1888 allowance was made for an annual increase of 9 per cent., but the actual revenue to be realized for the year will fall considerably short of the amount at which it was then estimated. In the estimate of revenue for the present and ensuing fiscal years an increase of 8 per cent. will be assumed, and this estimate is justified by recent returns showing an improved condition in the growth of the postal receipts. The estimated revenue for the year may therefore be stated as follows:

FISCAL YEAR ENDING JUNE 30, 1890.

Amount of ordinary postal revenue for year ending June 30, 1889	$55,387,806.37
Increase by 8 per cent	4,431,024.50
Estimated amount of ordinary postal revenue	59,818,830.87
Add revenue from money-order business, as estimated by the Superintendent of the money-order system	800,000.00
Gives gross revenue	60,618,830.87

The total amount appropriated for the expenditures of the year is $66,605,344.28. The First Assistant Postmaster-General, however, now estimates that there will be a deficiency of $179,117 in the appropriation for pay of postmasters; the Second Assistant Postmaster-General estimates that the appropriation for railway mail transportation will be insufficient in the sum of $923,430.24; and that the appropriation for steamboat service will fall short in the sum of $20,000. The total amount of the appropriations already made, and of the additional ap-

propriations to be required, is therefore $67,727,891.52. Allowing for the expenditure of the entire amount, would make the deficiency to be supplied from the General Treasury, $7,109,060.65.

FISCAL YEAR ENDING JUNE 30, 1891.

Estimated amount of ordinary postal revenue for year ending June 30, 1890, as before	$59,818,830.87
Add increase of 8 per cent	4,785,506.47
Gives estimated amount of ordinary postal revenue for the year.	64,604,337.34
Amount of estimated revenue from money-order business	810,000.00
Gross revenue for the year	65,414,337.34
Amount of estimated expenditures shown in table of estimates submitted by the Postmaster General through the Secretary of the Treasury	72,434,698.99
Leaves estimated deficiency of revenue to be supplied out of general Treasury	7,020,361.65

AMOUNTS DRAWN FROM THE TREASURY.

The following amounts were drawn from the General Treasury, within the last fiscal year, on account of special and deficiency appropriations, viz:

For deficiency in the postal revenue for the years 1885 and 1886 (claims) under the act approved October 19, 1888	$81,666.98
For deficiency in the postal revenue for 1886, under act approved March 3, 1885	225,621.23
For deficiency in the postal revenue for 1886, under act approved March 2, 1889	28,063.51
For deficiency in the postal revenue for 1888, under act approved March 3, 1887	535,287.40
For deficiency in the postal revenue for 1889, under act approved July 24, 1888	3,000,000.00
Total drawn during the year	3,870,639.12

NOTE.—The discrepancy in amount reported by the Auditor as drawn from the Treasury and the amount reported by this office ($1,873,378.77) is caused by the different periods in which they were reported drawn, the Auditor reporting amounts from October 1, 1888, to September 30, 1889, while the period in which this office reported amounts drawn was from July 1, 1888, to June 30, 1889.

TRANSACTIONS AT TREASURY DEPOSITORIES.

The accounts during the year show the following receipts and disbursements at Treasury depositories, viz:

Balance subject to draft June 30, 1888		$5,988,716.86
Amount of outstanding warrants, June 30, 1888		111,102.56
Deposits:		
On account of postal revenues	$23,681,442.45	
On account of grants from the general Treasury	3,870,639.12	
		27,552,081.57
		33,646,900.99
Amount of warrants paid during the year ending June 30, 1889		29,098,959.53
		4,547,941.46
Add deposits made in quarter ending June 30, 1889, and counter-entered in quarter ending September 30, 1889		533.46
Balance at depositories June 30, 1889		4,548,474.92
Amount of outstanding warrants June 30, 1889		104,049.15
Balance subject to draft June 30, 1889		4,444,425.77

Of the $23,681,442.45 deposited on account of postal revenue, $17,104.40 was deposited through national-bank depositories. The balance remaining in national-bank depositories at the close of the last fiscal year was $5,761.96.

APPROPRIATIONS, EXPENDITURES, AND ESTIMATES FOR THE SERVICE OF THIS OFFICE.

The appropriations for the service of this office during the fiscal year amounted to $1,253,956, exclusive of the amount paid to messengers of the special-delivery system. No specific amount is appropriated for this service, the compensation of messengers being payable by law out of the receipts of the system. The expenditures out of the fixed appropriations was $1,212,468.54, leaving an unexpended balance of $41,487.46, or 3.3 per cent. of the amount appropriated.

The increase of the expenditure out of the regular appropriations was $45,440.63, or 3.9 per cent., over that of the previous year. The increase of expenditure for the compensation of special-delivery messengers was $12,971.41, or 11.8 per cent.

For the current fiscal year the appropriations amount to $1,386,051, and from present indications this amount will be sufficient to cover the expenditure. For the next fiscal year the estimates of appropriations, to be found in paper marked No. 1 attached to this report, amount to $1,383,800. This amount is $2,251 less than the amount of the appropriations for the present fiscal year.

For the fiscal year beginning July 1, 1877, the date of my original entrance upon the duties of my present position, the appropriations for the service of this office amounted to $1,151,150, and the estimate submitted in November of that year for the year beginning July 1, 1878, called for $905,000, a decrease from the then existing appropriations of $246,150, or 21.3 per cent. The estimates for the year beginning July 1, 1890, are only $232,650, or 20.2 per cent. in excess of the appropriations for the year beginning July 1, 1877, although the service has nearly trebled in quantity during the intervening 13 years. For the entire postal service the appropriations for the year beginning July 1, 1877, amounted to $34,622,577.54, while for the year beginning July 1, 1890, the estimates of appropriations aggregate $72,434,698.99.

The expenditures for this office are chiefly for the manufacture of postage-stamps, stamped envelopes, postal-cards, and registered-package and official envelopes. The increase in the estimated quantity of each of these several items required for the year beginning July 1, 1890, as compared to the actual issues for the year beginning July 1, 1877, will appear in the following statement:

Article.	Number issued year beginning July 1, 1877.	Estimated number required for the year beginning July 1, 1890.	Increase.	
			In number.	Per cent.
Adhesive postage-stamps	759, 623, 178	2, 308, 275, 881	1, 548, 652, 703	203. 8
Stamped envelopes (ordinary and special-request) and newspaper-wrappers	183, 560, 350	527, 054, 519	343, 494, 169	187. 1
Postal-cards	200, 630, 000	451, 173, 434	250, 543, 434	125. 8
Registered-package, tag, official (including official stamped envelopes for 1878), and dead-letter envelopes	30, 404, 592	57, 836, 702	27, 432, 110	90. 2
Total	1, 174, 218, 120	3, 344, 340, 536	2, 170, 122, 416	184. 8

DIVISION OF FINANCE.

The work of the finance division of this office for the fiscal year ending June 30, 1889, may be briefly stated as follows:

There were 6,693 contracts for mail service received and entered on the books of the division. The total number of mail routes under contract and in operation at the close of the fiscal year was 25,667, consisting of 15,077 star, 2,113 railroad, 134 steamboat, 6,344 mail-messenger, and 1,999 to supply special offices. The numbers of contractors on these routes was as follows: 6,668 contractors, and 10,409 subcontractors on star, steamboat, and railroad, 6,344 mail messengers, and 1,999 special mail-carriers, each of whom was paid four times during the fiscal year. In addition there were 4,132 miscellaneous accounts, making a total of 105,812, each of which was carefully examined before payment was made. These payments involved the sum of $29,091,906.12, an increase over the amount paid by warrant during the last fiscal year of $2,520,643.06, or 9.4 per cent. The number of circulars sent to contractors and other creditors of the government, instructing them as to the proper manner in which to indorse warrants sent them, and giving other information pertaining to their transactions with the department, was 105,812. There were also received 22,479 orders of the Postmaster-General recognizing mail service not under contract, curtailing or extending service, or modifying previous orders. These orders were carefully examined, verified, and entered upon the books of the finance division.

In addition to the above accounts paid by warrant, 6,019 accounts in favor of postmasters and late postmasters were received, examined, and paid by transfer drafts, aggregating in amount $971,879.99.

Accounts were kept with the Treasury, nine sub-treasuries, and forty-three designated national-bank depositories, involving, with the amount on hand subject to draft at the beginning of the year, $35,075,622.98, against which 105,812 warrants were issued, aggregating $29,091,906.12.

The certificates of deposit of postal funds due by postmasters before being turned over to the Auditor are examined and recorded in this division, a complete list of all the post-offices being kept for the purpose.

During the year, 66,210 circulars were sent to postmasters, containing instructions in each case as to the time, manner, and place of depositing postal funds. This number included demands for balances due the government not promptly remitted.

The number of letters written on subjects pertaining to the work of this division was 3,120.

Six hundred and fifteen cases for investigation of the accounts of postmasters and late postmasters were made up in this division and placed in the hands of the Chief Post-Office Inspector, and forty cases were prepared for the action of the Postmaster-General against postmasters who were found guilty of rendering fraudulent returns and of other unlawful acts.

The following table will show the number of warrants and transfer drafts drawn, and the number of certificates of deposit received, entered, and passed to the Auditor during the past fiscal year, as compared with the number for the previous year:

	Fiscal year ending June 30—		Increase.
	1888.	1889.	
Number of warrants drawn	92,570	105,812	13,242
Number of transfer drafts drawn	7,387	6,019	*1,368
Number of certificates of deposit received, entered and passed to Auditor	236,729	236,293	*436
Total	336,686	348,124	11,438

* Decrease.

FUNDS RECEIVED AT THE DEPARTMENT AND TURNED OVER TO THE FINANCE DIVISION DURING THE FISCAL YEAR.

The money received from postmasters erroneously remitting to this office balances due the government, from collections made by the Chief Post-Office Inspector from defaulting postmasters, from postmasters and others for the purchase of stamps, stamped envelopes, etc., and bills of exchange covering balances due from foreign countries, amounted to $130,652.72, which is accounted for as follows:

Amount received		$130,652.72
Amount deposited with the Treasurer of the United States at Washington, D. C	$13,950.86	
Amount deposited with the assistant treasurer of the United States at New York, N. Y	115,683.59	
Amount deposited with the assistant treasurer of the United States at New Orleans, La	551.63	
Amount returned to remitters	466.64	
		130,652.72

DEAD-LETTER FUND.

The money taken from dead letters for which no owners could be found, and that realized from the auction sale of unclaimed articles accumulated in the Dead-Letter Office, which was turned over to the finance division, was $12,103.63.

This money was disposed of as follows, viz:

Amount received		$12,103.63
Amount in current funds deposited in the Treasury at Washington, D. C	$11,883.82	
Amount realized from sale of foreign and uncurrent funds by the postmaster at New York, and deposited with the assistant treasurer at New York	178.17	
Total amount deposited	12,061.99	
Amount of loss sustained from sale of uncurrent funds, from counterfeits and from mutilated minor coin	41.64	
		12,103.63

SPECIAL-DELIVERY SYSTEM.

The following statement shows, in condensed form, the operations of the special-delivery system during the year ending June 30, 1889, at the letter-carrier offices:

(1) The total number of pieces of mail matter received for special delivery at all the letter-carrier offices was 1,378,647, of which 1,035,100, or 75 per cent., were transmitted in the mails from one place to another, and 343,547, or 25 per cent., were local or drop matter.

(2) The total number of pieces delivered by regular special-delivery messengers was 1,315,176, or over 95 per cent. of all special-delivery pieces received, leaving 63,471, or less than 5 per cent., as the number delivered by letter-carriers or other salaried postal officials, including such as it was found impossible to deliver.

(3) The value of the special-delivery stamps on matter received for delivery was $137,864.70. The amount of special-delivery stamps sold during the year was $110,612.50.

(4) The average number of messengers employed during the year was 861.

(5) The average time consumed in the delivery of matter after it reached the respective offices of destination was twenty minutes.

From the foregoing statistics, and from the report of the Auditor, the following is presented as representing the amount of special-delivery business for the whole country:

Total number of special-delivery letters delivered	1,605,200
Percentage of increase over previous year's business	11.9
Total amount paid messengers	$12?, 987.05
Amount of special-delivery stamps on matter received for delivery	160,520.00
Total profit to the government on special-delivery business	38,532.95

In table No. 16, attached to this report, will be found in detail statistics of special-delivery matter received at all the letter-carrier offices; from other offices the statistics have not been tabulated.

DIVISION OF POSTAGE-STAMPS, STAMPED ENVELOPES, AND POSTAL-CARDS.

The following is a summary of the issue of postage-stamps, stamped envelopes, and postal-cards during the fiscal year ending June 30, 1889:

Description.	Number.	Value.
Ordinary adhesive postage-stamps	1,961,980,840	$37,996,027.60
Newspaper and periodical stamps	3,527,861	1,663,751.00
Postage-due stamps	11,890,170	299,201.00
Special-delivery stamps	1,575,650	157,565.00
Stamped envelopes, plain	187,367,300	3,652,457.67
Stamped envelopes, printed request	220,786,250	4,755,430.25
Newspaper wrappers	43,710,750	506,793.25
Postal-cards	386,808,500	3,869,445.00
Letter-sheet envelopes	918,000	21,114.00

The total number of pieces was 2,818,565,321, of a total value of $52,921,784.17. The gross value of all the stamped envelopes and wrappers issued (not including letter-sheet envelopes) was $8,914,-681.17, and the postage value thereon was $8,120,544.50, leaving $794,136.67 to represent the cost of manufacture and expenses of issue. The cost of manufacture at contract rates was $750,203.37, after a deduction of $91.30 for special-request envelopes misprinted by the contractors.

The excess above cost of manufacture at which the envelopes and wrappers were sold to the public (exclusive of postage) was therefore $43,933.30.

As compared to the issues of the previous year, there was an increase of 94,807,700, or 5.08 per cent., in number, and of $1,702,844, or 4.69 per

cent., in value, of ordinary adhesive postage-stamps; of 63,443, or 1.83 per cent., in number, and of $75,326, or 4.74 per cent., in value, of newspaper and periodical stamps; of 1,084,598, or 10.04 per cent., in number, and of $15,247, or 5.37 per cent., in value, of postage-due stamps; of 243,860, or 18.31 per cent., in number, and of $24,386, or 18.31 per cent., in value, of special-delivery stamps; of 626,300, or .34 per cent., in number, and of $17,949.23, or .49 per cent., in value, of stamped envelopes, plain; of 24,161,000, or 12.29 per cent., in number, and of $512,818.35, or 12.09 per cent., in value, of stamped envelopes bearing a special return request; and of 5,011,000, or 1.31 per cent., in number, and of $49,610, or 1.30 per cent., in value, of postal-cards.

There was a decrease of 6,558,750, or 13.05 per cent., in number, and of $78,011.25, or 13.34 per cent., in value, of newspaper wrappers, and of 1,509,000, or 62.18 per cent., in number, and of $34,707, or 62.18 per cent., in value, of letter-sheet envelopes.

The net increase of all the issues was 117,930,151, or 4.33 per cent., in number, and of $2,285,462.33, or 4.51 per cent., in value.

In addition to the foregoing, there were issued for the use of the postal service 13,469,100 registered-package envelopes, 1,257,900 tag-envelopes for registered packages, 3,136,500 envelopes for returning dead letters, 31,722,150 official envelopes for the use of postmasters and other postal officials, and 4,599 newspaper and periodical stub-books.

This was an increase of 1,758,600, or 13.57 per cent., in registered package and tag envelopes, of 958,900, or 2.82 per cent., in dead-letter and official envelopes, and of 2,717,721, or 5.79 per cent., in all kinds, inclusive of stub-books, over the issues of the preceding year.

REQUISITIONS.

The number of requisitions from postmasters on which each of the several kinds of supplies mentioned in the foregoing were furnished will be found in the following tabular statement, together with a comparison with those of the preceding fiscal year:

Articles.	Requisitions filled during year ending June 30, 1888.	Requisitions filled during year ending June 30, 1889.	Increase.	
			Number.	Per cent.
For ordinary postage-stamps	169,185	176,295	7,110	4.2
For postage-due stamps	14,906	14,657	*249	*1.7
For newspaper and periodical stamps	10,609	11,535	926	8.7
For stamped envelopes, plain	90,037	89,493	*544	*.6
For stamped envelopes, request	133,452	145,777	12,325	9.2
For postal-cards	76,670	76,098	*572	*.7
For registered-package envelopes	61,575	64,652	3,077	5.0
For tag envelopes	11,778	18,507	6,729	57.1
For official envelopes	35,874	29,663	*6,211	*17.3
For newspaper and periodical receipt-books	2,681	2,724	43	1.6
For letter-sheet envelopes	1,573	272	*1,301	*82.7
Total	608,340	629,673	†21,333	3.5

*Decrease †Net increase.

PARCELS.

A comparative statement of the parcels in which the supplies were put up and forwarded to postmasters during the past and previous fiscal years is made as follows:

Articles.	Number of parcels sent in 1888.	Number of parcels sent in 1889.	Increase.	
			Number.	Per cent.
Ordinary postage-stamps	174,017	180,843	6,826	3.9
Postage-due stamps	15,018	14,664	*354	*2.3
Newspaper and periodical stamps	10,609	11,535	926	8.7
Stamped envelopes, plain	128,486	128,416	*70	*.05
Stamped envelopes, request	98,728	106,770	8,042	8.1
Postal-cards	85,006	86,416	1,410	1.7
Registered-package envelopes	61,805	64,193	2,388	3.9
Tag envelopes	90,920	18,305	*72,615	*79.9
Official envelopes	36,120	45,870	9,750	27
Newspaper and periodical stub-books	4,386	2,724	*1,662	*35.0
Letter-sheet envelopes	1,563	282	*1,301	*82
Total	706,678	660,018	*46,660	*6.6

* Decrease.

As seen in the foregoing table, the decrease in the total number of parcels, as compared to those sent during the previous year, was 46,660, or 6.6 per cent.

POSTAGE ON SECOND-CLASS MATTER.

The weight of second-class matter sent in the mails during the last year (not including matter circulated free within the county of publication) was 161,635,127 pounds, or 80,817$\frac{127}{2000}$ tons; and the amount of postage collected was $1,616,351.27. This was an increase of 17,972,209 pounds, or 12.51 per cent., in weight, and of $179,722.09, or 12.51 per cent., in the amount of postage collected, as compared to the previous year. The statistics of the department show that about 15 per cent. of all the second-class matter mailed is sent free of postage within the county of publication. The number of pounds of such matter may, therefore, be placed at 28,523,846. Adding this to the number of pounds on which postage was paid, as above, makes the total weight of second-class matter mailed 190,158,973 pounds, or 95,079$\frac{973}{2000}$ tons.

The number of post-offices at which second-class matter was mailed was 7,618, an increase in number over the previous year of 155, or 2.07 per cent. Collections amounting to $3,456.16 were made from publishers and news agents for matter improperly mailed at second-class rates of postage. This is a decrease of $1,497.93, or 30 per cent., below the amount realized from the same source during the preceding year. In table No. 12, accompanying this report, will be found a statement of the postage collected on second-class matter at all first-class post-offices during the year, in comparison with the collections of the previous year.

ENTRIES OF SECOND-CLASS MATTER.

The number of new publications entered during the fiscal year was 3,527, and the number of re-entries was 1,424, making a total of 4,951.

REDEMPTION OF SPOILED STAMPS AND STAMPED ENVELOPES.

The value of damaged stamps and misdirected stamped envelopes redeemed during the last fiscal year was $211,151.80. This amount was based on 10,906 separate cases.

NEW CONTRACTS.

In June last a new contract was made for the supply of registered package, tag, official, and dead-letter envelopes for the fiscal year beginning July 1, 1889. The prices in the new contract are somewhat more favorable than those in the contract for the preceding year. Steps were originated prior to the close of the fiscal year looking to new contracts for the supply for four years of postage-stamps and postal-cards; but inasmuch as the contracts were not completed, and the contract terms did not begin until after the 1st of July, an extended notice of the contracts will be more appropriate in the next annual report. It may be well to say here, however, that the prices for postage-stamps are somewhat higher than those in the late contract, while those for postal-cards show a marked decrease. In the aggregate of the two contracts there will be a very material reduction in the cost of the supplies.

DIVISION OF REGISTRATION.

The classification and number of pieces of mail matter registered during the fiscal year ending June 30, 1889, are as follows:

Domestic letters, 9,690,637; domestic parcels, 1,082,562; foreign letters, 688,800; foreign parcels, 48,826; free matter, 2,551,041; or a total of 14,061,866.

As compared with the previous fiscal year there was an increase of 235,223, or 2.3 per cent., in domestic letters; of 15,990, or 1.5 per cent., in domestic parcels; of 14,193, or 2.1 per cent., in foreign letters; of 3,875, or 8.6 per cent., in foreign parcels; of 125,416, or 5.17 per cent., in free matter; and of 384,697, or 2.8 per cent., in the total number of pieces registered.

The registry fees collected during the year amounted to the sum of $1,151,032.50, an increase of $25,928.10, or 2.3 per cent., over those of the preceding year.

Statistics of the registry business will be found in greater detail in tables numbered 13, 14, and 15, hereto appended.

LOSSES.

The total number of complaints received by the Chief Post-Office Inspector was 6,560. Of this number 3,998 were investigated, leaving 2,562 outstanding at the close of the fiscal year.

The total number of ascertained losses was 1,283, and they may be classified as follows:

Losses chargeable to burning of post-offices and postal cars, wrecks of postal cars and steamboats, and minor unavoidable accidents	286
Losses chargeable to depredations of postal officials	368
Losses by postal employés from other causes than theft	223
Losses resulting from robbery, etc., by outside parties	300
Losses for which responsibility could not be fixed	106

opes, and postal cards returned for redemption. The number of registered letters received was 13,920. Of the letters received, 18,146 were briefed, recorded, and filed after final action. The number of letters written, copied, enveloped, and mailed was 23,709, exclusive of circulars.

In connection with the foregoing, I desire to invite attention to the following tabular statements hereto attached, namely:

No. 1. Copy of letter of estimates of appropriations for the office of the Third Assistant Postmaster General for the fiscal year ending June 30, 1891.

No. 2. Statement showing itemized appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1889, the expenditures made out of the same, and balance of unexpended appropriations.

No. 3. Statement showing the increase of revenue by items during the fiscal year ending June 30, 1889, over those of the fiscal year ending June 30, 1888.

No. 4. Statement showing the receipts and expenditures under appropriate heads, by quarters, for the fiscal year ending June 30, 1889, as compared to the receipts and expenditures of the two preceding years.

No. 5. Statement showing receipts and disbursements at Treasury depositories during the fiscal year ending June 30, 1889.

No. 6. Statement showing issues of postage-stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal-cards, by quarterly periods, for the fiscal year ending June 30, 1889.

No. 7. Statement showing issues of postage-stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal cards, by denominations, for the fiscal year ending June 30, 1889.

No. 8. Statement showing increase or decrease in the issue of postage-stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal-cards for the fiscal year ending June 30, 1889, as compared with the issue of the preceding year.

No. 9. Statement showing value of postage-stamps issued by fiscal years from their introduction, July 1, 1847, to June 30, 1889.

No. 10. Statement by fiscal years of the issues of stamped envelopes from the date of their introduction, June 30, 1853, to June 30, 1889, with proportion of special request envelopes from the date of their first issue in May, 1865.

No. 11. Statement by fiscal years of the number of postal-cards issued to postmasters from the date of their first issue, May 1, 1873, to June 30, 1889.

No. 12. Comparative statement of second-class matter mailed and postage collected thereon at post-offices of the first class during the past two years.

No. 13. Statement showing number of registered letters and parcels mailed in each of the several States and Territories of the United States during the fiscal year ending June 30, 1889.

No. 14. Statement showing the operations of the registry system at thirty of the large post-offices, as compared to the operations of the previous year.

No. 15. Statement showing the number and value of registered letters and parcels dispatched during the fiscal year ending June 30, 1889, for the Post-Office and Treasury Departments.

No. 16. Statement showing the operations of the special-delivery system at letter-carrier offices during the fiscal year ending June 30, 1889.

I have the honor to be, very respectfully, your obedient servant,

A. D. HAZEN,
Third Assistant Postmaster-General.

HON. JOHN WANAMAKER,
Postmaster-General.

No. 1.

POST-OFFICE DEPARTMENT,
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 12, 1889.

SIR: I have the honor to submit the following estimates of the appropriations for the service of this office during the fiscal year ending June 30, 1891:

1. For manufacture of adhesive postage and special delivery-stamps	$173,000
2. For pay of agent and assistants to distribute stamps, and expenses of agency	9,000
3. For manufacture of stamped envelopes, newspaper wrappers, and letter-sheets	875,000
4. For pay of agent and assistants to distribute stamped envelopes, newspaper wrappers, and letter-sheets, and expenses of agency	16,000
5. For manufacture of postal-cards	180,000
6. For pay of agent and assistants to distribute postal-cards, and expenses of agency	7,800
7. For registered package, tag, official, and dead-letter envelopes	116,000
8. For ship, steam-boat, and way letters	2,500
9. For engraving, printing, and binding drafts and warrants	3,500
10. For miscellaneous items	1,000
Total	1,383,800

The above amounts are arrived at by the following calculations:

ADHESIVE STAMPS.

The numbers of the several kinds of adhesive stamps issued during the year ending June 30, 1889, were as follows: Ordinary stamps, 1,961,980,840; postage-due stamps, 11,890,870; newspaper and periodical stamps, 3,527,861; special-delivery stamps, 1,575,650. Upon the basis of an annual increase of 8 per cent. on these issues—which is what may not unreasonably be expected—and taking the prices of manufacture fixed by a contract recently entered into by the Department for four years from the 1st of January, 1890, we have the following as the probable amount to be required under this head of appropriation for the fiscal year ending June 30, 1891:

2,288,454,451 ordinary stamps, at 7.47 cents a thousand	$170,947
13,868,095 postage-due stamps, at 8.49 cents a thousand	1,177
4,114,897 newspaper and periodical stamps, at 18 cents a thousand	740
1,837,838 special-delivery stamps, at 18 cents a thousand	331
Total	173,195

The estimate may be put in round numbers at $173,000.
The current appropriation is $155,874.

STAMPED ENVELOPES, NEWSPAPER WRAPPERS, AND LETTER-SHEETS.

Although greater fluctuations are usual in the issue of stamped envelopes and newspaper wrappers than in the issue of postage-stamps, still it is thought to be safe to adopt as the ratios of increase for the former those that are above taken for the latter. Upon this basis the following result is reached:

Cost of stamped envelopes, newspaper wrappers, and letter-sheets during the year ending June 30, 1889	$750,203.37
Add 8 per cent. for increase	60,016.26
Shows probable cost for year ending June 30, 1890	810,219.63
Add 8 per cent. for increase again	64,817.57
Shows probable cost for year ending June 30, 1891	875,037.21

The existing contract for stamped envelopes will expire on the 30th September, 1890, three months after the beginning of the next fiscal year, and while it is probable that there will be some reduction of cost under a new contract, it is thought best to make the estimate of appropriation on the basis of existing contract prices. In round numbers, therefore, $875,000 may be taken as the amount of appropriation required.
The current appropriation is $852,351.

POSTAL CARDS.

Since the reduction in the letter rate of postage the ratio of increase in the issue of postal cards has fallen off very considerably. During the year ending June 30, 1889, the increase over the previous year was less than 1½ per cent.—an increase, however, that is unusually small, and that is not likely to be the case again. This may almost

certainly be said, at least for the current and the next fiscal year, for the Department has recently entered into a contract for the furnishing of postal cards for the four years beginning October 1, 1889, under which three different sizes and qualities of cards are provided for—a fact which will probably occasion an increased demand from the public, and which will also lead to a very large increase in the issues through the stocking up of post-offices with a first supply. Under all the circumstances, it is not thought prudent to estimate upon a smaller ratio of increase than 8 per cent. a year, upon which basis, and at a price for the cards of 40 cents a thousand—that being the average price under the new contract—the estimate will be as follows:

Number of cards issued during year ending June 30, 1889	386, 808, 500
Add 8 per cent. for expected increase	30, 944, 680
Shows number to be issued in year ending June 30, 1890	417, 753, 180
Add 8 per cent. for increase again	33, 420, 254
Shows number to be issued in year ending June 30, 1891	451, 173, 434
Cost of this number, at an average of 40 cents a thousand	$180, 469

Or, say, in round numbers, $180,000.

The present appropriation is $228,781.

REGISTERED PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.

The cost of registered package, tag, official, and dead-letter envelopes issued during the year ending June 30, 1889, was $99,308, which is an increase over the expenditure for the preceding year of about 13 per cent., due not only to increased issues, but to increased prices under the contract for the year beginning July 1, 1888. In the contract for the year beginning July 1, 1889, there was a slight reduction in prices as compared to the previous year. In view of the rapid increase in the business of the postal service for which these envelopes are used it will probably be safe to allow for an annual increase of 8 per cent. in quantity and cost of the envelopes. On this basis the estimate will stand as follows:

Cost of envelopes for year ending June 30, 1889	$99, 388. 00
Add 8 per cent. for increase	7, 951. 04
Gives estimated cost for year ending June 30, 1890	107, 339. 04
Add 8 per cent. increase for 1891	8, 587. 12
Gives estimated cost for year ending June 30, 1891	115, 926. 16

The estimate is placed, in even figures, at $116,000. The current appropriation is $109,745. The contract for these envelopes is made yearly.

POSTAGE-STAMP, STAMPED-ENVELOPE, AND POSTAL-CARD AGENCIES.

The following named amounts, being the same as provided for by current appropriations, will be needed for the several agencies, namely:

For the postage-stamp agency	$9, 000
For the stamped-envelope agency	10, 000
For the postal-card agency	7, 800

SHIP, STEAM-BOAT, AND WAY LETTERS.

Under the law, owners or masters of vessels not regularly engaged in the transportation of the mails are entitled to compensation on their arrival in port for letters brought and delivered by them to post-offices for transmission to destination. In every case the amount thus paid the owner or master of a vessel is collected by the postmaster at the office of delivery, in addition to the regular postage, which amount is therefore made good to the Government.

The appropriation for the current year is $2,500, which is estimated to be sufficient for the coming year.

ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

The amount required for this purpose will be $500 more than is provided by the current appropriation, namely, $3,500, the increase being due to the great increase in the number of drafts and warrants issued.

MISCELLANEOUS.

The same amount is asked for this purpose as is provided by the current appropriation, namely, $1,000.

The increase of the estimates for the next fiscal year over the expenditures for the last fiscal year is shown in the following tabular statement:

Items.	Expenditure year ending June 30, 1889.	Estimates of appropriation year ending June 30, 1891.	Increase of estimates for year 1891 over expenditures for year 1889.	
			Amount.	Per cent.
Adhesive postage and special-delivery stamps	$139,062.71	$173,000	$33,937.29	24.4
Postage-stamp agency	7,414.74	9,000	1,585.26	21.3
Stamped envelopes, newspaper-wrappers and letter sheets	750,203.37	875,000	124,796.63	16.6
Stamped-envelope agency	15,747.18	16,000	252.82	1.6
Postal-cards	189,159.82	180,000	*9,159.82	*4.8
Postal-card agency	7,705.09	7,800	94.91	1.2
Registered-package, tag, official, and dead-letter envelopes	99,388.00	116,000	16,612.00	16.7
Ship, steam-boat, and way letters	1,273.48	2,500	1,226.52	96.3
Engraving, printing, and binding drafts and warrants	2,499.60	3,500	1,000.40	40.0
Miscellaneous items	14.55	1,000	985.45	6772.0
Total	1,212,468.54	1,383,800	171,331.46	14.0

* Decrease.

The excess of the above estimates over the present appropriations is shown in the following table:

Items.	Appropriations year ending June 30, 1890.	Estimates year ending June 30, 1891.	Increase of estimates for year 1891 over appropriation for year 1890.	
			Amount.	Per cent.
Adhesive postage and special-delivery stamps	$155,874	$173,000	$17,126	10.9
Postage-stamp agency	9,000	9,000	.....	.....
Stamped-envelopes, newspaper-wrappers, and letter-sheets	852,351	875,000	22,649	2.6
Stamped-envelope agency	16,000	16,000	.....	.....
Postal-cards	228,781	180,000	*48,781	*21.3
Postal-card agency	7,800	7,800	.....	.....
Registered-package, tag, official, and dead-letter envelopes	100,745	116,000	6,255	5.6
Ship, steam-boat, and way letters	2,500	2,500	.....	.....
Engraving, printing, and binding drafts and warrants	3,000	3,500	500	16.6
Miscellaneous items	1,000	1,000	.....	.....
Total	1,386,051	1,383,800	2,251	*0.2

* Decrease.

As will be observed by the foregoing, there is a decrease of $2,251 in the estimates for the next fiscal year as compared with the appropriations for the present year.

Yours, very respectfully,

A. D. HAZEN,
Third Assistant Postmaster-General.

Hon. JOHN WANAMAKER,
Postmaster-General.

No. 2.—*Statement showing appropriations and expenditures for the fiscal year ending June 30, 1889.*

Items.	Amount of appropriations.	By accounts up to September 30.		
		Amount of expenditures.	Balance unexpended.	Excess of expenditures.
Office of the Postmaster-General.				
For mail depredations and post-office inspectors, and fees to United States marshals, attorneys, etc	$200,000.00	$197,031.91	$2,968.09	
For advertising	16,000.00	15,864.88	135.12	
For miscellaneous items in the office of the Postmaster-General	1,500.00	129.18	1,370.82	
Office of the First Assistant Postmaster-General.				
For compensation to postmasters	12,800,000.00	13,168,990.99		$368,990.99
For compensation to clerks in post-offices	5,950,000.00	5,919,301.69	30,698.31	
For compensation to clerks in post-offices for unusual business	25,000.00		25,000.00	
For rent, light, and fuel for first and second class post-offices	550,000.00	529,879.12	20,120.88	
For rent, light, and fuel for post-offices of the third class	450,000.00	286,102.52	163,897.48	
For miscellaneous and incidental items for the first and second class post-offices, including furniture	100,000.00	85,158.17	14,841.83	
Free-delivery service	6,000,000.00			
For the additional expenses of the free-delivery service	1,000,000.00	6,957,899.84	42,100.16	
For stationery in post-offices	55,000.00	42,876.76	12,123.24	
For wrapping twine	80,000.00	71,389.23	8,560.77	
For wrapping paper	45,000.00	44,074.00	926.00	
For letter balances, scales, and test-weights	15,000.00	14,954.80	45.20	
For post-marking and rating stamps and ink and pads for stamping and canceling purposes	43,000.00	36,366.16	6,633.84	
Office of the Second Assistant Postmaster-General.				
For inland mail transportation by star-routes	5,400,000.00	5,177,195.43	222,804.57	
For inland mail transportation by steamboat routes	450,000.00	427,886.98	22,113.02	
For mail-messenger service	950,000.00	926,747.09	23,252.91	
For mail-bags and mail-bag catchers	285,000.00	179,965.25	105,034.75	
For mail locks and keys	25,000.00	14,827.03	10,172.97	
For inland mail transportation by railroad routes	18,007,528.40	17,843,357.70	164,170.70	
For railway post-office car service	2,053,643.60	1,991,066.61	62,576.99	
For railway post-office clerks	5,296,790.21	5,234,067.09	62,723.12	
For necessary and special facilities on trunk lines	295,987.53	293,038.87	2,948.66	
For miscellaneous items	1,000.00	486.86	513.14	
Office of the Third Assistant Postmaster-General.				
For manufacture of adhesive postage and special-delivery stamps	144,148.00	139,062.71	5,085.29	
For postage-stamp agency	8,000.00	7,414.74	585.26	
For manufacture of stamped envelopes, newspaper-wrappers, and letter sheets	756,687.00	750,203.37	6,483.63	
For stamped-envelope agency	16,000.00	15,747.18	252.82	
For manufacture of postal-cards	212,455.00	189,159.82	23,295.18	
For postal-card agency	7,800.00	7,705.09	94.91	
For registered-package, tag, official, and dead-letter envelopes	102,866.00	99,388.00	3,478.00	
For ship, steam-boat, and way letters	2,500.00	1,273.48	1,226.52	
For engraving, printing, and binding drafts and warrants	2,500.00	2,499.60	.40	
For miscellaneous items	1,000.00	14.55	985.45	
For special-delivery service	121,987.05	121,987.05		
Office of the Superintendent of Foreign Mails.				
For transportation of foreign mails	547,000.00	523,522.97	23,477.03	
For balance due foreign countries	75,000.00	60,160.52	14,839.48	
Total	62,093,892.79	61,376,847.24	1,085,536.54	368,990.99

No. 3.—*Statement showing the increase of revenue from the various sources during the fiscal year ending June* 30, 1889, *over receipts during the fiscal year ending June* 30,1888.

Items.	Gross receipts.		Increase.	
	Year ending June 30, 1889.	Year ending June 30, 1888.	Amount.	Per cent.
1. Letter postage paid in money	$176,612.28	$61,903.40	$114,708.88	185.3+
2. Box rents	2,188,578.98	2,173,284.05	15,294.93	0.7+
3. Fines and penalties	19,900.20	19,583.76	316.44	1.6+
4. Sale of postage-stamps, stamped envelopes, newspaper-wrappers, and postal-cards	52,953,101.83	49,544,272.72	3,408,829.11	6.8+
5. Amount taken from dead letters for which no owners could be found	12,722.38	9,117.72	3,604.66	39.5+
6. Revenue from money-order business	787,804.81	798,317.83	*10,513.02	*1.3+
7. Miscellaneous collections	36,890.70	88,697.31	*51,806.61	*58.4+
Total	56,175,611.18	52,695,176.79	3,480,434.39	6.6+

*Decrease.

No. 4.—*Statement exhibiting the receipts and expenditures, under appropriate heads, by*
30, 1888

RECEIPTS.

	Quarter ending September 30, 1888.	Quarter ending December 31, 1888.	Quarter ending March 31, 1889.	Quarter ending June 30, 1889.
Letter postage paid in money	$59, 140. 76	$38, 940. 21	$47, 640. 34	$30, 890. 97
Box-rents	548, 143. 02	548, 283. 19	545, 293. 00	546, 859. 77
Fines and penalties	3, 359. 53	4, 195. 91	4, 646. 76	7, 698. 00
Postage-stamps, stamped envelopes, newspaper wrappers, and postal-cards	12, 104, 991. 74	13, 741. 064. 97	14, 056, 296. 48	13, 050, 748. 64
Dead letters	4, 550. 30	4, 981. 11	1, 559. 93	1, 631. 04
Revenue from money-order business	178, 631. 61	225, 979. 10	198, 899. 82	184, 294. 28
Miscellaneous	4, 320. 53	6, 546. 67	14, 488. 47	11, 535. 04
	12, 903, 137. 48	14, 569, 991. 16	14, 868, 824. 80	13, 833, 657. 74

Comparison, including revenue from money-order business:
Increase of receipts over year ending June 30, 1888, $3,480,434.39, or 6.6 + per cent.
Increase of receipts over year ending June 30, 1887, $7,338,001.79, or 15 + per cent.

EXPENDITURES.

Compensation of postmasters	$3, 157, 468. 33	$3, 301, 209. 78	$3, 419, 573. 99	$3, 290, 739. 89
Compensation of clerks for post-offices	1, 448, 395. 84	1, 478, 451. 88	1, 488, 033. 38	1, 504, 420. 50
Compensation of letter-carriers and incidental expenses	1, 623, 851. 56	1, 747, 909. 87	1, 773, 222. 19	1, 812, 916. 23
Wrapping paper	10, 798. 91	16, 020. 05	11, 871. 20	5, 383. 84
Twine	9, 758. 48	22, 413 81	14, 024. 46	25, 242. 48
Post-marking and canceling stamps	20, 332. 06	6, 278. 88	3, 543. 49	6, 211. 73
Letter-balances and test weights	9, 833. 60	242. 35	3, 418. 40	1, 460. 45
Rent, light, and fuel for post-offices of the first and second class	124, 262. 22	135, 054. 92	136, 448. 90	134, 113. 08
Rent, light, and fuel for post-offices of the third class		81, 459. 39	89, 731. 04	114, 912. 09
Stationery for post-offices	10, 403. 54	9, 831. 88	8, 594. 79	14, 046. 55
Furniture for post-offices				
Miscellaneous, office of First Assistant Postmaster-General, including office furniture	17, 523. 85	21, 760. 08	24, 404. 40	21, 469. 84
Inland mail transportation, railroad	4, 266, 281. 20	4, 325, 045. 79	4, 611, 997. 73	4, 640, 032. 98
Inland mail transportation, star	1, 268, 627. 88	1, 303, 090. 57	1, 296, 001. 23	1, 309, 475. 75
Inland mail transportation, steam-boat	109, 813. 20	112, 111. 52	99, 516. 88	106, 445. 38
Transportation by postal-cars	467, 126. 16	497, 592. 04	502, 427. 34	523, 921. 07
Special and necessary facilities for railroad trunk lines	73, 913. 82	73, 913. 82	73, 913. 82	71, 297. 41
Compensation of railway postal clerks	1, 285, 069. 75	1, 307, 449. 44	1, 323, 104. 21	1, 318, 423. 69
Compensation of mail messengers	224, 004. 68	230, 461. 41	234, 000. 45	238, 280. 55
Mail locks and keys	4, 050. 38	2, 310. 00	5, 969. 20	2, 497. 45
Mail bags and catchers	20, 626. 44	51, 361. 70	65, 519. 45	42, 457. 66
Mail depredations, post-office inspectors, fees to United States marshals, attorneys, clerks of court, and counsel	53, 983. 70	53, 410. 37	47, 788. 28	41, 849. 56
Postage-stamps	31, 205. 94	35, 781. 72	38, 192. 99	33, 882. 06
Distribution of postage-stamps	1, 890. 00	1, 890. 00	1, 890. 00	1, 744. 74
Stamped envelopes, newspaper wrappers, and letter-sheets	241, 676. 86	120, 951. 81	197, 480. 57	190, 094. 13
Distribution of stamped envelopes, newspaper wrappers, and letter-sheets	3, 959. 00	3, 950. 00	3, 950. 00	3, 888. 18
Postal-cards	34, 491. 22	50, 943. 95	44, 919. 16	58, 805. 49
Distribution of postal-cards	1, 984. 24	1, 920. 85	1, 900. 00	1, 900. 00
Registered-package envelopes, tag, and official and dead-letter envelopes	21, 662. 63	24, 547. 02	27, 670. 23	25, 508. 12
Ship, steam-boat, and way letters	393. 16	335. 78	198. 68	345. 86
Engraving, printing, and binding drafts and warrants	2, 246. 40		253. 20	
Advertising	2, 651. 09	4, 639. 34	4, 568. 80	4, 005. 65
Miscellaneous, Office of Postmaster-General	12. 50		103. 18	13. 50
Foreign mail transportation	119, 283. 90	139, 377. 60	129, 766. 27	135, 095. 20
Balances due foreign countries	14, 814. 31	40, 247. 60	4, 950. 52	148. 09
Miscellaneous, Second Assistant Postmaster-General	119. 73	14. 85	262. 53	89. 75
Miscellaneous, Third Assistant Postmaster-General	14. 55			

quarters, for the fiscal year ending June 30, 1889, *compared with fiscal years ending June and* 1887.

RECEIPTS.

Total year ending June 30, 1889.	Total expenditures on account of previous fiscal years.	Total year ending June 30, 1888.	Comparison with year ending June 30, 1888.		Total year ending June 30, 1887.	Comparison with year ending June 30, 1887.	
			Increase.	Decrease.		Increase.	Decrease.
$176,612.28	.....	$61,903.40	$114,708.88	.....	$93,777.87	$82,834.41	.....
2,188,578.98	.....	2,173,284.05	15,294.93	.....	2,158,499.98	30,079.00	.....
19,900.20	.....	19,583.76	316.44	.....	19,433.56	466.64	.....
52,963,101.83	.....	49,544,272.72	3,408,829.11	.....	45,670,983.84	7,282,117.99	.....
12,722.38	.....	9,117.72	3,604.66	.....	10,976.35	1,746.03	.....
787,804.81	.....	798,317.83	.....	$10,513.02	719,335.45	68,469.36	.....
36,890.70	.....	88,697.31	.....	51,806.61	164,602.34	.....	$127,711.64
56,175,611.18	.....	52,695,176.79	3,542,754.02	62,319.63	48,837,609.39	7,465,713.43	127,711.64
52,695,176.79	.....	.....	62,319.63	.....	56,175,611.18	127,711.64	.....
3,480,434.39	.....	.....	3,480,434.39	.....	7,338,001.79	7,338,001.79	.....

Comparison, excluding revenue from money-order business:
Increase of receipts over year ending June 30, 1888, $3,490,947.41, or 6.7 + per cent.
Increase of receipts over year ending June 30, 1887, $7,269,532.43, or 15 + per cent.

EXPENDITURES.

$13,168,990.99	$12,809.35	$12,589,768.66	$579,222.33	.....	$11,929,481.41	$1,239,509.58	.....
5,919,301.69	11,926.57	5,505,519.07	413,782.62	.....	5,385,812.74	533,488.95	.....
6,957,899.84	681.51	5,422,379.42	1,535,520.42	.....	4,618,682.05	2,339,217.79	.....
44,674.00	.....	43,997.55	676.45	.....	29,971.82	14,702.18	.....
71,439.23	.....	71,175.77	263.46	.....	65,160.79	6,278.44	.....
36,366.16	.....	29,999.71	6,366.45	.....	21,005.48	15,360.68	.....
14,954.80	.....	16,999.92	.....	2,045.12	1,091.62	13,863.18	.....
529,879.12	7,766.43	.....	529,879.12	.....	.....	529,879.12	.....
286,102.52	.....	503,111.39	.....	217,008.87	471,333.23	.....	185,230.71
42,876.76	1,797.37	49,868.55	.....	6,991.79	45,692.43	.....	2,815.67
.....	2,535.20	19,025.02	.....	19,025.02	20,470.88	.....	20,470.88
85,158.17	2,875.39	57,955.63	27,202.54	.....	57,775.46	27,382.71	.....
17,843,357.70	403,080.41	15,790,841.51	2,052,516.19	.....	14,707,281.94	3,136,075.76	.....
5,177,195.43	34,679.16	5,015,178.22	162,017.21	.....	5,119,649.30	57,546.13	.....
427,886.98	11,633.08	409,872.56	18,014.42	.....	421,370.24	6,516.74	.....
1,991,066.61	11,464.98	1,822,964.37	168,102.24	.....	1,713,391.92	277,674.69	.....
293,038.87	1,269.70	293,299.16	.....	260.29	285,372.81	7,666.06	.....
5,234,067.09	2,625.19	4,967,302.17	266,764.92	.....	4,693,381.91	540,685.18	.....
926,747.09	3,584.53	851,709.39	75,037.70	.....	825,338.17	101,408.92	.....
14,827.03	.....	22,500.54	.....	7,673.51	19,522.00	.....	4,694.97
179,965.25	4,986.40	246,592.67	.....	66,627.42	245,798.33	.....	65,833.08
197,031.91	1,337.39	290,934.35	.....	93,902.44	197,706.08	.....	674.17
139,062.71	.....	132,411.00	6,651.71	.....	116,700.00	22,362.71	.....
7,414.74	.....	7,558.04	.....	143.30	7,522.40	.....	107.66
750,203.37	2,140.41	710,884.93	39,318.44	.....	583,500.00	166,703.37	.....
15,747.18	.....	15,859.03	.....	111.85	15,945.07	.....	197.89
189,159.82	.....	199,826.50	.....	10,666.68	182,146.27	7,013.55	.....
7,705.09	11.55	8,915.50	.....	1,210.41	9,970.80	.....	2,265.71
99,388.00	.....	87,488.60	11,899.40	.....	67,200.00	32,188.00	.....
1,273.48	.....	1,428.71	.....	155.23	1,505.58	.....	232.10
2,499.60	.....	2,445.50	54.10	.....	1,959.50	540.10	.....
15,864.88	39.75	13,058.41	2,806.47	.....	12,554.75	3,310.13	.....
129.18	.....	192.05	.....	62.87	106.00	23.18	.....
523,522.97	17,688.72	448,365.51	75,157.46	.....	369,981.52	153,541.45	.....
60,160.52	42,661.44	31,408.19	28,752.33	.....	54,286.86	5,873.66	.....
486.86	.....	294.50	192.36	.....	166.90	319.96	.....
14.55	.....	210.10	.....	195.55	114.75	.....	100.20

No. 4.—*Statement exhibiting the receipts and expenditures, under appropriate*

	Quarter ending September 30, 1888.	Quarter ending December 31, 1888.	Quarter ending March 31, 1889.	Quarter ending June 30, 1889.
Special-delivery service	$27,664.70	$31,044.03	$30,774.06	$32,504.20
Rent of Washington city post-office				
Compensation of postmasters, re-adjusted				
	14,710,215.83	15,233,024.10	15,719,984.02	15,713,623.29

Total expenditures for transportation of the domestic mails for year ending June 30, 1889 $25,732,545.59
Total expenditures for transportation of the domestic mails for year ending June 30, 1887 22,247,066.21

Increase over 1887 ..... 3,485,479.38
or 15.6 + per cent.

Increase of expenditures over June 30, 1887, $8,985,169.81, or 17.1 + per cent.

heads, by quarters, for the fiscal year ending June 30, 1889, *etc.*—Continued.

Total year ending June 30, 1889.	Total expenditures on account of previous fiscal years.	Total year ending June 30, 1888.	Comparison with year ending June 30, 1888.		Total year ending June 30, 1887.	Comparison with year ending June 30, 1887.	
			Increase.	Decrease.		Increase.	Decrease.
$121, 987. 05	$142. 76	$109, 015. 64	$12, 971. 41	.....	$92, 726. 42	$29, 260. 63	.....
.....	.....	5, 000. 00	.....	$5, 000. 00	.....	.....	.....
.....	362, 534. 33	.....	.....	.....	.....	.....	.....
61, 376, 847. 24	940, 272. 12	55, 795, 357. 84	6, 012, 569. 75,	431, 080. 35	52, 391, 677. 43	9, 267, 792. 85	$382,623.04
55, 795, 357. 84	.....	.....	431, 080. 35	.....	61, 376, 847. 24	282, 623. 04	.....
5, 581, 489. 40	.....	.....	5, 581, 489. 40	.....	8, 985, 169. 81	8, 985, 169. 81	.....

Total expenditures for transportation of the domestic mails for year ending June 30, 1889 $25, 732, 545. 59
Total expenditures for transportation of the domestic mails for year ending June 30, 1888 23, 332, 155. 82

Increase over 1888 ..... 2, 400, 389. 77
or 10. 3 + per cent.

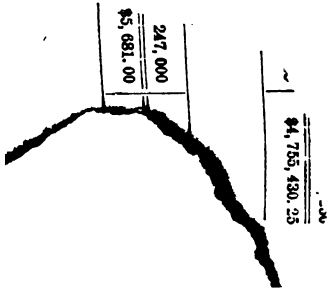
Increase of expenditures over June 30, 1888, $5,581,489.40, or 10 + per cent.

National Bank of Commerce, Cleveland, Ohio	745.00			745.00	745.00	895.00		
National City Bank, Grand Rapids, Mich	325.00			325.00	325.00		470.00	
National Bank of Huntsville, Huntsville, Ala	39.78			39.78	39.78		60.22	
National Bank of the Republic, Washington, D. C							105.00	
National Bank State of Florida, Jacksonville, Fla							20.00	
National Bank State of Virginia, Richmond, Va							552.37	
Northern National Bank, Toledo, Ohio							44.32	
Omaha National Bank, Omaha, Nebr	355.31			355.31	355.31		217.79	
People's National Bank, Charleston, S. C	117.44			117.44	117.44	79.46		
Planters' National Bank, Richmond, Va	348.23			348.23	348.23	98.23		
St. Louis National Bank, St. Louis, Mo							1,601.00	
Sioux National Bank, Sioux City, Iowa							233.85	
State National Bank, El Paso, Tex							253.98	
State National Bank, Memphis, Tenn	10.00			10.00	10.00		887.77	
State National Bank, Springfield, Ill	1,064.50			1,064.50	1,064.50		1,381.61	
Tradesmen's National Bank, Pittsburgh, Pa							636.49	
Union National Bank, Salt Lake City, Utah	125.16			125.16	125.16	125.16		
Assistant Treasurer United States, New Orleans, La.*								
United States depository, Little Rock, Ark.*								
United States depository, Merchants' National Bank, Savannah, Ga.*								
United States depository, Galveston, Tex.*								
Total	23,681,442.45	3,870,639.12	4,917,458.51	32,469,540.08	23,681,442.45	965,407.09 161,449.69	161,449.69	29,091,906.12
						803,957.40		

*Old accounts.

Citizen's National Bank, Davenport, Iowa			10.00						
Commercial National Bank, Detroit, Mich									
East Tennessee National Bank, Knoxville, Tenn			392.75				161.84		161.84
Indianapolis National Bank, Indianapolis, Ind			200.00				100.00		100.00
Gate City National Bank, Atlanta, Ga									
German National Bank, Little Rock, Ark							400.00		400.00
Kentucky National Bank, Louisville, Ky			148.95						
Leavenworth National Bank, Leavenworth, Kans			281.85						
Nassau National Bank, Brooklyn, N. Y			176.16						
National Bank of Commerce, Cleveland, Ohio			30.00				715.00		715.00
National City Bank, Grand Rapids, Mich			120.00				225.00		225.00
National Bank of Huntsville, Huntsville, Ala			139.78						
National Bank of the Republic, Washington, D. C									
National Bank State of Florida, Jacksonville, Fla			20.00						
National Bank State of Virginia, Richmond, Va									
Northern National Bank, Toledo, Ohio									
Omaha National Bank, Omaha, Nebr			355.31						
People's National Bank, Charleston, S. C							117.44		117.44
Planters' National Bank, Richmond, Va							348.23		348.23
St. Louis National Bank, St. Louis, Mo			1,501.00						
Sioux National Bank, Sioux City, Iowa									
State National Bank, El Paso, Tex									
State National Bank, Memphis, Tenn			77.62				10.00		10.00
State National Bank, Springfield, Ill			1,208.50				310.90		310.90
Tradesmen's National Bank, Pittsburgh, Pa									
Union National Bank, Salt Lake City, Utah			125.16						
Assistant treasurer United States, New Orleans, La.*							31,164.44		31,164.44
United States depository, Little Rock, Ark.*							5,823.50		5,823.50
United States depository, Merchants' Bank, Savannah, Ga.*							205.76		205.76
United States depository, Galveston, Tex.*							83.36		83.36
Total	2,606,298.69 85,655.63	85,655.63	4,917,458.51	4,917,458.51	29,098,959.53	111,102.56	4,548,474.92	104,049.15	4,444,425.77
	2,520,643.06								

*Old accounts.



Citizen's National Bank, Davenport, Iowa			10.00						
Commercial National Bank, Detroit, Mich									
East Tennessee National Bank, Knoxville, Tenn			892.75				161.84		161.84
Indianapolis National Bank, Indianapolis, Ind			200.00				100.00		100.00
Gate City National Bank, Atlanta, Ga									
German National Bank, Little Rock, Ark							400.00		400.00
Kentucky National Bank, Louisville, Ky			148.95						
Leavenworth National Bank, Leavenworth, Kans			281.85						
Nassau National Bank, Brooklyn, N. Y			176.16						
National Bank of Commerce, Cleveland, Ohio			30.00				715.00		715.00
National City Bank, Grand Rapids, Mich			120.00				225.00		225.00
National Bank of Huntsville, Huntsville, Ala			139.78						
National Bank of the Republic, Washington, D. C									
National Bank State of Florida, Jacksonville, Fla			20.00						
National Bank State of Virginia, Richmond, Va									
Northern National Bank, Toledo, Ohio									
Omaha National Bank, Omaha, Nebr			355.31						
People's National Bank, Charleston, S. C							117.44		117.44
Planters' National Bank, Richmond, Va							348.23		348.23
St. Louis National Bank, St. Louis, Mo			1,501.00						
Sioux National Bank, Sioux City, Iowa									
State National Bank, El Paso, Tex									
State National Bank, Memphis, Tenn			77.62				10.00		10.00
State National Bank, Springfield, Ill			1,208.50				310.90		310.90
Tradesmen's National Bank, Pittsburgh, Pa									
Union National Bank, Salt Lake City, Utah			125.16						
Assistant treasurer United States, New Orleans, La.*							31,164.44		31,164.44
United States depository, Little Rock, Ark.*							5,823.50		5,823.50
United States depository, Merchants' Bank, Savannah, Ga.*							205.76		205.76
United States depository, Galveston, Tex.*							83.36		83.36
Total	2,606,298.69 85,655.63	85,655.63	4,917,458.51	4,917,458.51	29,098,959.53	111,102.56	4,648,474.92	104,049.15	4,444,425.77
	2,520,643.06								

*Old accounts.

No. 6.—*Postage-stamps, stamped envelopes, newspaper wrappers, etc.*—Continued.

NEWSPAPER AND PERIODICAL STAMPS—Continued.

Denomination.	Quarter ending September 30, 1888.	Quarter ending December 31, 1888.	Quarter ending March 31, 1889.	Quarter ending June 30, 1889.	Total.
96-cent	16,785	16,650	16,055	18,365	67,855
$1.92	11,100	11,345	10,865	10,820	44,130
$3	9,255	6,814	9,656	9,370	35,095
$6	4,902	3,813	5,092	4,476	18,283
$9	2,301	2,135	3,210	3,130	10,776
$12	3,111	2,607	3,506	2,534	11,758
$24	1,252	938	1,176	1,133	4,499
$36	931	598	616	620	2,765
$48	555	360	750	370	2,035
$60	1,830	1,750	2,060	1,570	7,210
Total	815,107	751,735	913,951	1,047,068	3,527,861
Value	$437,624	$363,910	$461,902	$400,315	$1,663,751

POSTAGE-DUE STAMPS.

1-cent	1,513,500	1,774,700	1,515,200	1,517,200	6,320,600
2-cent	1,035,850	851,350	880,850	792,150	3,560,200
3-cent	55,200	11,100	70,200	12,400	148,900
5-cent	183,360	102,260	130,260	103,340	519,220
10-cent	297,020	380,120	328,960	334,100	1,340,200
30-cent	50	220	640		910
50-cent	30	100	10		140
Total	3,085,010	3,119,850	2,926,120	2,759,190	11,890,170
Value	$76,408	$78,348	$74,481	$69,964	$299,201

STAMPED ENVELOPES (PLAIN) AND NEWSPAPER WRAPPERS.

1-cent	8,300,500	12,508,250	11,274,500	10,870,250	42,953,500
2-cent	27,891,500	41,273,700	38,202,250	36,849,450	144,216,900
4-cent	4,900	7,100	4,700	10,650	27,350
5-cent	42,750	59,000	27,000	26,000	154,750
10-cent	7,000		750		7,750
30-cent	4,200		250		4,450
90-cent	2,600				2,600
1-cent wrappers	8,954,750	10,644,750	11,055,250	10,458,500	41,113,250
2-cent wrappers	409,750	649,000	792,250	746,500	2,597,500
Total	45,617,950	65,141,800	61,356,950	58,961,350	231,078,050
Value	$817,278.80	$1,177,785.38	$1,102,724.86	$1,061,461.88	$4,159,250.92

STAMPED ENVELOPES BEARING REQUEST TO RETURN.

1-cent	1,926,000	2,436,750	2,654,000	1,995,000	9,011,750
2-cent	49,649,750	53,578,500	55,092,500	53,270,250	211,591,000
4-cent	19,500	20,500	25,500	15,000	80,500
5-cent	22,000	33,000	31,500	16,500	103,000
Total	51,617,250	56,068,750	57,803,500	55,296,750	220,786,250
Value	$1,113,479.45	$1,206,240.45	$1,242,156.70	$1,193,553.65	$4,755,430.25

TWO-CENT LETTER-SHEET ENVELOPES.

Total	116,500	290,000	264,500	247,000	918,000
Value	$2,679.50	$6,670.00	$6,083.50	$5,681.00	$21,114.00

No. 8.—*Table showing the increase and decrease in the issue of postage-stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal-cards for the fiscal year ending June 30, 1889, as compared with the issue of the preceding year.*

Articles issued.	1888.		1889.	
	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps	1,867,173,140	$36,293,183.00	1,961,980,840	$37,996,027.00
Special-delivery stamps	1,331,790	133,179.00	1,575,650	157,565.00
Newspaper and periodical stamps	3,464,418	1,588,425.00	3,527,861	1,663,751.00
Postage-due stamps	10,805,572	283,954.00	11,890,170	299,201.00
Stamped envelopes, plain	186,741,000	3,634,508.41	187,367,300	3,652,457.67
Stamped envelopes, request	196,625,250	4,242,611.90	220,786,250	4,755,430.25
Newspaper wrappers	50,269,500	584,804.50	43,710,750	506,793.25
Letter-sheet envelopes	2,427,000	55,821.00	918,000	21,114.00
Postal-cards	381,797,500	3,819,835.00	386,808,500	3,869,445.00
Total of all issues	2,700,635,170	50,636,321.84	2,818,565,321	52,921,784.17

Articles issued.	Increase.		Per cent. increase.	
	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps	94,807,700	$1,702,844.00	5.08	4.69
Special-delivery stamps	243,860	24,386.00	18.31	18.31
Newspaper and periodical stamps	63,443	75,326.00	1.83	4.74
Postage-due stamps	1,084,598	15,247.00	10.04	5.37
Stamped envelopes, plain	626,300	17,949.23	.34	.49
Stamped envelopes, request	24,161,000	512,818.35	12.29	12.09
Newspaper wrappers	*6,558,750	*78,011.25	*13.05	*13.34
Letter-sheet envelopes	*1,509,000	*34,707.00	*62.18	*62.18
Postal-cards	5,011,000	49,610.00	1.31	1.30
Total of all issues	117,930,151	2,285,462.83	4.33	4.51

*Decrease.

heads, by quarters, for the fiscal year ending June 30, 1889, *etc.*—Continued.

Total year ending June 30, 1889.	Total expenditures on account of previous fiscal years.	Total year ending June 30, 1888.	Comparison with year ending June 30, 1888.		Total year ending June 30, 1887.	Comparison with year ending June 30, 1887.	
			Increase.	Decrease.		Increase.	Decrease.
$121, 987. 05	$142. 76	$109, 015. 64	$12, 971. 41	.....	$92, 726. 42	$29, 260. 63	.....
.....	.....	5, 000. 00	.....	$5, 000. 00	.....	.....	.....
.....	362, 534. 33	.....	.....	.....	.....	.....	.....
61, 376, 847. 24	940, 272. 12	55, 795, 357. 84	6, 012, 569. 75	431, 080. 35	52, 391, 677. 43	9, 267, 792. 85	$282,623.04
55, 795, 357. 84	.....	.....	431, 080. 35	.....	61, 376, 847. 24	282, 623. 04	.....
5, 581, 489. 40	.....	.....	5, 581, 489. 40	.....	8, 985, 169. 81	8, 985, 169. 81	.....

Total expenditures for transportation of the domestic mails for year ending June 30, 1889 $25, 732, 545. 59
Total expenditures for transportation of the domestic mails for year ending June 30, 1888 23, 332, 155. 82

Increase over 1888 ..... 2, 400, 389. 77
or 10. 3 + per cent.

Increase of expenditures over June 30, 1888, $5,581,489.40, or 10 + per cent.

National Bank of Commerce, Cleveland, Ohio	745.00			745.00	745.00	395.00		
National City Bank, Grand Rapids, Mich	325.00			325.00	325.00		470.00	
National Bank of Huntsville, Huntsville, Ala	39.78			39.78	39.78		60.22	
National Bank of the Republic, Washington, D. C							105.00	
National Bank State of Florida, Jacksonville, Fla							20.00	
National Bank State of Virginia, Richmond, Va							552.37	
Northern National Bank, Toledo, Ohio							44.32	
Omaha National Bank, Omaha, Nebr	355.31			355.31	355.31		217.79	
People's National Bank, Charleston, S. C	117.44			117.44	117.44	79.46		
Planters' National Bank, Richmond, Va	348.23			348.23	348.23	98.23		
St. Louis National Bank, St. Louis, Mo							1,601.00	
Sioux National Bank, Sioux City, Iowa							233.85	
State National Bank, El Paso, Tex							253.98	
State National Bank, Memphis, Tenn	10.00			10.00	10.00		887.77	
State National Bank, Springfield, Ill	1,064.50			1,064.50	1,064.50		1,381.61	
Tradesmen's National Bank, Pittsburgh, Pa							636.49	
Union National Bank, Salt Lake City, Utah	125.16			125.16	125.16	125.16		
Assistant Treasurer United States, New Orleans, La.*								
United States depository, Little Rock, Ark.*								
United States depository, Merchants' National Bank, Savannah, Ga.*								
United States depository, Galveston, Tex.*								
Total	23,681,442.45	3,870,639.12	4,917,458.51	32,469,540.08	23,681,442.45	965,407.09 161,449.69	161,449.69	29,091,906.12
						803,957.40		

*Old accounts.

No. 5.—*Receipts and disbursements at Treasury depositories during the fiscal year ending June* 30, 1889—Continued.

Depositories.	Increase over 1888.	Decrease from 1888.	Transfer account—		Warrants paid.	Outstanding warrants June 30, 1888.	Balances as per transcripts June 30, 1889.	Outstanding warrants June 30, 1889.	Balances subject to draft June 30, 1889.
			From.	To.					
Treasurer United States, Washington, D. C		$18,977.03	$4,100,000.00	$17,458.51	$507,484.54	$1,575.14	$233,876.91	$2,826.44	$231,050.47
Assistant treasurer United States, Baltimore, Md		21,652.55		300,000.00	648,927.42	1,353.86	172,660.91	2,194.64	170,466.27
Assistant treasurer United States, Boston, Mass		45,026.05	800,000.00		1,689,516.27	4,717.06	582,494.50	3,873.91	578,620.59
Assistant treasurer United States, Chicago, Ill	$751,429.45			1,700,000.00	6,216,045.62	16,582.29	737,878.54	10,492.12	727,386.42
Assistant treasurer United States, Cincinnati, Ohio	189,402.68				1,968,966.58	10,597.38	343,756.42	4,492.82	339,263.60
Assistant treasurer United States, New Orleans, La	118,553.09			300,000.00	1,081,830.34	5,382.37	92,821.89	6,596.20	86,225.69
Assistant treasurer United States, New York, N. Y	828,844.89			1,100,000.00	10,756,082.57	50,097.69	906,378.31	49,982.62	856,395.69
Assistant treasurer United States, Philadelphia, Pa	194,707.78			600,000.00	2,701,197.22	5,899.08	597,532.07	3,621.90	593,910.17
Assistant treasurer United States, San Francisco, Cal	103,326.34				1,022,421.20	7,549.73	422,775.08	9,591.51	413,183.57
Assistant treasurer United States, St. Louis, Mo	390,034.46			900,000.00	2,506,487.77	7,347.96	415,261.27	10,376.99	404,884.28
First National Bank, Albuquerque, N. Mex							1,376.85		1,376.85
First National Bank, Deadwood, Dak									
First National Bank, Denver, Colo									
First National Bank, Detroit, Mich			432.51						
First National Bank, Leavenworth, Kans			1,054.63				494.36		494.36
First National Bank of Los Angeles, Los Angeles, Cal			500.00				25.00		25.00
First National Bank, Madison, Wis			100.00						
First National Bank, Milwaukee, Wis			100.00						
First National Bank, Nashville, Tenn									
First National Bank, Portland, Oregon			275.00				175.00		175.00
First National Bank, Portsmouth, N. H			500.00						
First National Bank, Providence, R. I			300.00						
First National Bank, St. Paul, Minn			1.28						
First National Bank, Toledo, Ohio			150.00						
First National Bank, Trenton, N. J			100.00						
First National Bank of Wilmington, Wilmington, Del									
Second National Bank, St. Paul, Minn							152.34		152.34
Third National Bank, Buffalo, N. Y			650.00				350.00		350.00
Merchants' National Bank, Burlington, Vt			1,100.00				100.00		100.00
Merchants' National Bank, Portland, Me			75.25						
Merchants' National Bank, Savannah, Ga			1,326.26						
American National Bank, Dallas, Tex			4,420.04						
Charter Oak National Bank, Hartford, Conn			836.46				150.00		150.00
			750.00						
							550.00		550.00

Citizen's National Bank, Davenport, Iowa			10.00						
Commercial National Bank, Detroit, Mich									
East Tennessee National Bank, Knoxville, Tenn			392.75				161.84		161.84
Indianapolis National Bank, Indianapolis, Ind			200.00				100.00		100.00
Gate City National Bank, Atlanta, Ga									
German National Bank, Little Rock, Ark							400.00		400.00
Kentucky National Bank, Louisville, Ky			148.95						
Leavenworth National Bank, Leavenworth, Kans			281.85						
Nassau National Bank, Brooklyn, N. Y			176.16						
National Bank of Commerce, Cleveland, Ohio			30.00				715.00		715.00
National City Bank, Grand Rapids, Mich			120.00				225.00		225.00
National Bank of Huntsville, Huntsville, Ala			139.78						
National Bank of the Republic, Washington, D. C									
National Bank State of Florida, Jacksonville, Fla			20.00						
National Bank State of Virginia, Richmond, Va									
Northern National Bank, Toledo, Ohio									
Omaha National Bank, Omaha, Nebr			355.31						
People's National Bank, Charleston, S. C							117.44		117.44
Planters' National Bank, Richmond, Va							348.23		348.23
St. Louis National Bank, St. Louis, Mo			1,501.00						
Sioux National Bank, Sioux City, Iowa									
State National Bank, El Paso, Tex									
State National Bank, Memphis, Tenn			77.62				10.00		10.00
State National Bank, Springfield, Ill			1,208.50				810.90		810.90
Tradesmen's National Bank, Pittsburgh, Pa									
Union National Bank, Salt Lake City, Utah			125.16						
Assistant treasurer United States, New Orleans, La.*							31,164.44		31,164.44
United States depository, Little Rock, Ark.*							5,823.50		5,823.50
United States depository, Merchants' Bank, Savannah, Ga.*							205.76		205.76
United States depository, Galveston, Tex.*							83.36		83.36
Total	2,606,298.69 85,655.63	85,655.63	4,917,458.51	4,917,458.51	29,098,959.53	111,102.56	4,548,474.92	104,049.15	4,444,425.77
	2,520,643.06								

*Old accounts.

	247,000
$5,681.00	
	918,000
$21,114.00	

$4,755,430.25

No. 2.—*Statement showing appropriations and expenditures for the fiscal year ending June 30, 1889.*

Items.	Amount of appropriations.	By accounts up to September 30.		
		Amount of expenditures.	Balance unexpended.	Excess of expenditures.
Office of the Postmaster-General.				
For mail depredations and post-office inspectors, and fees to United States marshals, attorneys, etc	$200,000.00	$197,031.91	$2,968.09	.....
For advertising	16,000.00	15,864.88	135.12	.....
For miscellaneous items in the office of the Postmaster-General	1,500.00	129.18	1,370.82	.....
Office of the First Assistant Postmaster-General.				
For compensation to postmasters	12,800,000.00	13,168,990.99	.....	$368,990.99
For compensation to clerks in post-offices	5,950,000.00	5,919,301.69	30,698.31	.....
For compensation to clerks in post-offices for unusual business	25,000.00	.....	25,000.00	.....
For rent, light, and fuel for first and second class post-offices	550,000.00	529,879.12	20,120.88	.....
For rent, light, and fuel for post-offices of the third class	450,000.00	286,102.52	163,897.48	.....
For miscellaneous and incidental items for the first and second class post-offices, including furniture	100,000.00	85,158.17	14,841.83	.....
Free-delivery service	6,000,000.00	6,957,899.84	42,100.16	.....
For the additional expenses of the free-delivery service	1,000,000.00			.....
For stationery in post-offices	55,000.00	42,876.76	12,123.24	.....
For wrapping twine	80,000.00	71,339.23	8,660.77	.....
For wrapping paper	45,000.00	44,074.00	926.00	.....
For letter balances, scales, and test-weights	15,000.00	14,954.80	45.20	.....
For post-marking and rating stamps and ink and pads for stamping and canceling purposes	43,000.00	36,366.16	6,633.84	.....
Office of the Second Assistant Postmaster-General.				
For inland mail transportation by star-routes	5,400,000.00	5,177,195.43	222,804.57	.....
For inland mail transportation by steamboat routes	450,000.00	427,886.98	22,113.02	.....
For mail-messenger service	950,000.00	926,747.09	23,252.91	.....
For mail-bags and mail-bag catchers	285,000.00	179,965.25	105,034.75	.....
For mail locks and keys	25,000.00	14,827.03	10,172.97	.....
For inland mail transportation by railroad routes	18,007,528.40	17,843,357.70	164,170.70	.....
For railway post-office car service	2,053,643.60	1,991,066.61	62,576.99	.....
For railway post-office clerks	5,296,790.21	5,234,667.09	62,723.12	.....
For necessary and special facilities on trunk lines	296,987.53	293,038.87	2,948.66	.....
For miscellaneous items	1,000.00	486.86	513.14	.....
Office of the Third Assistant Postmaster-General.				
For manufacture of adhesive postage and special-delivery stamps	144,148.00	139,062.71	5,085.29	.....
For postage-stamp agency	8,000.00	7,414.74	585.26	.....
For manufacture of stamped envelopes, newspaper-wrappers, and letter sheets	756,687.00	750,203.37	6,483.63	.....
For stamped-envelope agency	16,000.00	15,747.18	252.82	.....
For manufacture of postal-cards	212,455.00	189,159.82	23,295.18	.....
For postal-card agency	7,800.00	7,705.09	94.91	.....
For registered-package, tag, official, and dead-letter envelopes	102,866.00	99,388.00	3,478.00	.....
For ship, steam-boat, and way letters	2,500.00	1,273.48	1,226.52	.....
For engraving, printing, and binding drafts and warrants	2,500.00	2,499.60	.40	.....
For miscellaneous items	1,000.00	14.55	985.45	.....
For special-delivery service	121,987.05	121,987.05	.....	.....
Office of the Superintendent of Foreign Mails.				
For transportation of foreign mails	547,000.00	523,532.97	23,477.03	.....
For balance due foreign countries	75,000.00	60,160.52	14,839.48	.....
Total	62,093,392.79	61,376,847.24	1,085,536.54	368,990.99

No. 3.—*Statement showing the increase of revenue from the various sources during the fiscal year ending June 30, 1889, over receipts during the fiscal year ending June 30, 1888.*

Items.	Gross receipts.		Increase.	
	Year ending June 30, 1889.	Year ending June 30, 1888.	Amount.	Per cent.
1. Letter postage paid in money	$176,612.28	$61,903.40	$114,708.88	185.3+
2. Box rents	2,188,578.98	2,173,284.05	15,294.93	0.7+
3. Fines and penalties	19,900.20	19,583.76	316.44	1.6+
4. Sale of postage-stamps, stamped envelopes, newspaper-wrappers, and postal-cards	52,953,101.83	49,544,272.72	3,408,829.11	6.8+
5. Amount taken from dead letters for which no owners could be found	12,722.38	9,117.72	3,604.66	39.5+
6. Revenue from money-order business	787,804.81	798,317.83	*10,513.02	*1.3+
7. Miscellaneous collections	36,890.70	88,697.31	*51,806.61	*58.4+
Total	56,175,611.18	52,695,176.79	3,480,434.39	6.6+

*Decrease.

No. 4.—*Statement exhibiting the receipts and expenditures, under appropriate heads, by* 30, 1888

RECEIPTS.

	Quarter ending September 30, 1888.	Quarter ending December 31, 1888.	Quarter ending March 31, 1889.	Quarter ending June 30, 1889.
Letter postage paid in money	$59, 140. 76	$38, 940. 21	$47, 640. 34	$30, 899. 97
Box-rents	548, 143. 02	548, 283. 19	545, 293. 00	546, 859. 77
Fines and penalties	3, 359. 53	4, 195. 91	4, 646. 76	7, 696. 00
Postage-stamps, stamped envelopes, newspaper wrappers, and postal-cards	12, 104, 991. 74	13, 741. 064. 97	14, 056, 296. 48	13, 050, 748. 64
Dead letters	4, 550. 30	4, 981. 11	1, 559. 93	1, 631. 04
Revenue from money-order business	178, 631. 61	225, 979. 10	198, 899. 82	184, 294. 28
Miscellaneous	4, 320. 52	6, 546. 67	14, 488. 47	11, 535. 04
	12, 903, 137. 48	14, 569, 991. 16	14, 868, 824. 80	13, 833, 657. 74

Comparison, including revenue from money-order business:
Increase of receipts over year ending June 30, 1888, $3,480,434.39, or 6.6 + per cent.
Increase of receipts over year ending June 30, 1887, $7,338,001.79, or 15 + per cent.

EXPENDITURES.

Compensation of postmasters	$3, 157, 468. 33	$3, 301, 209. 78	$3, 419, 573. 99	$3, 290, 739. 89
Compensation of clerks for post-offices	1, 448, 395. 84	1, 478, 451. 88	1, 488, 033. 38	1, 504, 420. 59
Compensation of letter-carriers and incidental expenses	1, 623, 851. 56	1, 747, 909. 87	1, 773, 222. 19	1, 812, 916. 23
Wrapping paper	10, 798. 91	16, 020. 05	11, 871. 20	5, 383. 84
Twine	9, 758. 48	22, 413 81	14, 024. 46	25, 242. 48
Post-marking and canceling stamps	20, 332. 06	6, 278. 88	3, 543. 49	6, 211. 73
Letter-balances and test weights	9, 833. 60	242. 35	3, 418. 40	1, 469. 45
Rent, light, and fuel for post-offices of the first and second class	124, 262. 22	135, 054. 92	136, 448. 90	134, 113. 08
Rent, light, and fuel for post-offices of the third class	.....	81, 459. 39	89, 731. 04	114, 912. 09
Stationery for post-offices	10, 403. 54	9, 831. 88	8, 594. 79	14, 046. 55
Furniture for post-offices	.....	.....	.....	.....
Miscellaneous, office of First Assistant Postmaster-General, including office furniture	17, 523. 85	21, 760. 08	24, 404. 40	21, 469. 84
Inland mail transportation, railroad	4, 266, 281. 20	4, 325, 045. 79	4, 611. 997. 73	4, 640, 032. 96
Inland mail transportation, star	1, 268, 627. 88	1, 303, 090. 57	1, 296, 001. 23	1, 309, 475. 75
Inland mail transportation, steam-boat	109, 813. 20	112, 111. 52	99, 516. 88	106, 445. 38
Transportation by postal-cars	467, 126. 16	497, 592. 04	502, 427. 34	523, 921. 07
Special and necessary facilities for railroad trunk lines	73, 913. 82	73, 913. 82	73, 913. 82	71, 297. 41
Compensation of railway postal clerks	1, 285, 089. 75	1, 307, 449. 44	1, 323, 104. 21	1, 318, 423. 69
Compensation of mail messengers	224, 004. 68	230, 461. 41	234, 000. 45	238, 280. 55
Mail locks and keys	4, 050. 38	2, 310. 00	5, 969. 20	2, 497. 45
Mail bags and catchers	20, 626. 44	51, 361. 70	65, 519. 45	42, 457. 66
Mail depredations, post-office inspectors, fees to United States marshals, attorneys, clerks of court, and counsel	53, 983. 70	53, 410. 37	47, 788. 28	41, 849. 58
Postage-stamps	31, 205. 94	35, 781. 72	38, 192. 99	33, 852. 06
Distribution of postage-stamps	1, 890. 00	1, 890. 00	1, 890. 00	1, 744. 74
Stamped envelopes, newspaper wrappers, and letter-sheets	241, 676. 86	120, 951. 81	197, 480. 57	190, 094. 13
Distribution of stamped envelopes, newspaper wrappers, and letter-sheets	3, 959. 00	3, 950. 00	3, 950. 00	3, 888. 18
Postal-cards	34, 491. 22	50, 943. 95	44, 919. 16	58, 805. 49
Distribution of postal-cards	1, 984. 24	1, 920. 85	1, 900. 00	1, 900. 00
Registered-package envelopes, tag, and official and dead-letter envelopes	21, 662. 63	24, 547. 02	27, 670. 23	28, 568. 13
Ship, steam-boat, and way letters	393. 16	335. 78	198. 68	345. 86
Engraving, printing, and binding drafts and warrants	2, 246. 40	.....	253. 20	.....
Advertising	2, 651. 09	4, 639. 34	4, 568. 80	4, 005. 65
Miscellaneous, Office of Postmaster-General	12. 50	.....	103. 18	11. 60
Foreign mail transportation	119, 283. 90	139, 377. 60	129, 766. 27	136, 005. 20
Balances due foreign countries	14, 814. 31	40, 247. 60	4, 950. 53	148. 60
Miscellaneous, Second Assistant Postmaster-General	119. 73	14. 85	262. 53	88. 76
Miscellaneous, Third Assistant Postmaster-General	14. 55	.....	.....	.....

quarters, for the fiscal year ending June 30, 1889, *compared with fiscal years ending June and* 1887.

RECEIPTS.

Total year ending June 30, 1889.	Total expenditures on account of previous fiscal years.	Total year ending June 30, 1888.	Comparison with year ending June 30, 1888.		Total year ending June 30, 1887.	Comparison with year ending June 30, 1887.	
			Increase.	Decrease.		Increase.	Decrease.
$176,612.28	.....	$61,903.40	$114,708.88	.....	$93,777.87	$82,834.41	.....
2,188,578.98	.....	2,173,284.05	15,294.93	.....	2,158,499.98	30,079.00	.....
19,900.20	.....	19,583.76	316.44	.....	19,433.56	466.64	.....
52,963,101.83	.....	49,544,272.72	3,408,829.11	.....	45,670,983.84	7,282,117.99	.....
12,722.38	.....	9,117.72	3,604.66	.....	10,976.35	1,746.03	.....
787,804.81	.....	798,317.83	.....	$10,513.02	719,335.45	68,469.36	.....
36,890.70	.....	88,697.31	.....	51,806.61	164,602.34	.....	$127,711.64
56,175,611.18	.....	52,696,176.79	3,542,754.02	62,319.63	48,837,609.39	7,465,713.43	127,711.64
52,695,176.79	.....	.....	62,319.63	.....	56,175,611.18	127,711.64	.....
3,480,434.39	.....	.....	3,480,434.39	.....	7,338,001.79	7,338,001.79	.....

Comparison, excluding revenue from money-order business:
Increase of receipts over year ending June 30, 1888, $3,490,947.41, or 6.7 + per cent.
Increase of receipts over year ending June 30, 1887, $7,269,532.43, or 15 + per cent.

EXPENDITURES.

$13,168,990.99	$12,809.35	$12,589,768.66	$579,222.33	.....	$11,929,481.41	$1,239,509.58	.....
5,919,301.69	11,926.57	5,505,519.07	418,782.62	.....	5,385,812.74	533,488.95	.....
6,957,899.84	681.51	5,422,379.42	1,535,520.42	.....	4,618,682.05	2,339,217.79	.....
44,074.00	.....	43,997.55	76.45	.....	29,971.82	14,102.18	.....
71,439.23	.....	71,175.77	263.46	.....	65,160.79	6,278.44	.....
36,366.16	.....	29,999.71	6,366.45	.....	21,005.48	15,360.68	.....
14,954.80	.....	16,999.92	.....	2,045.12	1,091.62	13,863.18	.....
529,879.12	7,766.43	.....	529,879.12	.....	.....	529,879.12	.....
286,102.52	.....	503,111.39	.....	217,008.87	471,333.23	.....	185,230.71
42,876.76	1,797.37	49,868.55	.....	6,991.79	45,692.43	.....	2,815.67
.....	2,535.20	19,025.02	.....	19,025.02	20,470.88	.....	20,470.88
85,158.17	2,875.39	57,955.63	27,202.54	.....	57,775.46	27,382.71	.....
17,843,357.70	403,080.41	15,790,841.51	2,052,516.19	.....	14,707,281.94	3,136,075.76	.....
5,177,195.43	34,679.16	5,015,178.22	162,017.21	.....	5,119,649.30	57,546.13	.....
427,886.98	11,633.08	409,872.56	18,014.42	.....	421,370.24	6,516.74	.....
1,991,066.61	11,464.98	1,822,964.37	168,102.24	.....	1,713,391.92	277,674.69	.....
293,038.87	1,269.70	293,299.16	.....	260.29	285,372.81	7,666.06	.....
5,234,067.09	2,625.19	4,967,302.17	266,764.92	.....	4,693,381.91	540,685.18	.....
926,747.09	3,584.53	851,709.39	75,037.70	.....	825,338.17	101,408.92	.....
14,827.03	.....	22,500.54	.....	7,673.51	19,522.00	.....	4,694.97
179,965.25	4,986.40	246,592.67	.....	66,627.42	245,798.33	.....	65,833.08
197,031.91	1,337.89	290,934.35	.....	93,902.44	197,706.08	.....	674.17
139,062.71	.....	132,411.00	6,651.71	.....	116,700.00	22,362.71	.....
7,414.74	.....	7,558.04	.....	143.30	7,522.40	.....	107.66
750,203.37	2,140.41	710,884.93	39,318.44	.....	583,500.00	166,703.37	.....
15,747.18	.....	15,859.03	.....	111.85	15,945.07	.....	197.89
189,159.82	.....	199,826.50	.....	10,666.68	182,146.27	7,013.55	.....
7,705.09	11.55	8,915.50	.....	1,210.41	9,970.80	.....	2,265.71
99,388.00	.....	87,488.60	11,899.40	.....	67,200.00	32,188.00	.....
1,273.48	.....	1,428.71	.....	155.23	1,505.58	.....	232.10
2,499.60	.....	2,445.50	54.10	.....	1,959.50	540.10	.....
15,864.88	39.75	13,058.41	2,806.47	.....	12,554.75	3,310.13	.....
129.18	.....	192.05	.....	62.87	106.00	23.18	.....
523,522.97	17,688.72	448,365.51	75,157.46	.....	369,981.52	153,541.45	.....
60,160.52	42,661.44	31,408.19	28,752.33	.....	54,286.86	5,873.66	.....
486.86	.....	294.50	192.36	.....	166.90	319.96	.....
14.55	.....	210.10	.....	195.55	114.75	.....	100.20

heads, by quarters, for the fiscal year ending June 30, 1889, *etc.*—Continued.

Total year ending June 30, 1889.	Total expenditures on account of previous fiscal years.	Total year ending June 30, 1888.	Comparison with year ending June 30, 1888.		Total year ending June 30, 1887.	Comparison with year ending June 30, 1887.	
			Increase.	Decrease.		Increase.	Decrease.
$121, 987. 05	$142. 76	$109, 015. 64	$12, 971. 41	.....	$92, 726. 42	$29, 260. 63	.....
.....	.....	5, 000. 00	.....	$5, 000. 00	.....	.....	.....
.....	362, 534. 33	.....	.....	.....	.....	.....	.....
61, 376, 847. 24	940, 272. 12	55, 795, 357. 84	6, 012, 569. 75	431, 080. 35	52, 391, 677. 43	9, 267, 792. 85	$282,623.04
55, 795, 357. 84	.....	.....	431, 080. 35	.....	61, 376, 847. 24	282, 623. 04	.....
5, 581, 489. 40	.....	.....	5, 581, 489. 40	.....	8, 985, 169. 81	8, 985, 169. 81	.....

Total expenditures for transportation of the domestic mails for year ending June 30, 1889 $25, 732, 545. 59
Total expenditures for transportation of the domestic mails for year ending June 30, 1888 23, 332, 155. 82

Increase over 1888 ..... 2, 400, 389. 77
or 10. 3 + per cent.

Increase of expenditures over June 30, 1888, $5,581,489.40, or 10 + per cent.

No. 5.—*Receipts and disbursements at Treasury depositories during the fiscal year ending June 30, 1889.*

Depositories.	Deposits.	Grants from the Treasury.	By transfer.	Aggregate accumulation.	Aggregate receipts.	Increase of receipts over 1888.	Decrease of receipts from 1888.	Warrants drawn.
Treasurer United States, Washington, D. C	$699,916.74	$3,870,639.12	$17,458.51	$4,588,014.37	$699,916.74	$205,655.89		$506,441.97
Assistant Treasurer United States, Baltimore, Md	271,394.22		300,000.00	571,394.22	271,394.22		$25,730.32	650,076.46
Assistant Treasurer United States, Boston, Mass	2,472,399.91			2,472,399.91	2,472,399.91	65,305.02		1,688,548.64
Assistant Treasurer United States, Chicago, Ill	4,275,780.36		1,700,000.00	5,975,780.36	4,275,780.36	198,104.07		6,599,898.54
Assistant Treasurer United States, Cincinnati, Ohio	1,764,888.18			1,764,888.18	1,764,888.18	85,288.32		1,962,862.02
Assistant Treasurer United States, New Orleans, La	660,692.01		300,000.00	960,692.01	660,692.01	334.70		1,084,979.18
Assistant Treasurer United States, New York, N. Y	8,781,068.80		1,100,000.00	9,881,068.80	8,781,068.80	375,572.85		10,366,124.46
Assistant Treasurer United States, Philadelphia, Pa	2,184,321.68		600,000.00	2,784,321.68	2,184,321.68	23,973.92		2,698,947.29
Assistant Treasurer United States, San Francisco, Cal	1,021,005.93			1,021,005.93	1,021,005.93		11,534.91	1,024,510.76
Assistant Treasurer United States, St. Louis, Mo	1,532,870.22		900,000.00	2,432,870.22	1,532,870.22		107,960.00	2,509,516.80
First National Bank, Albuquerque, N. Mex	1,376.85			1,376.85	1,376.85	1,311.39		
First National Bank, Deadwood, Dak							1,582.23	
First National Bank, Denver, Colo							744.47	
First National Bank, Detroit, Mich	432.51			432.51	432.51	432.51		
First National Bank, Leavenworth, Kans	413.40			413.40	413.40		2,325.30	
First National Bank of Los Angeles, Los Angeles, Cal	25.00			25.00	25.00		475.00	
First National Bank, Madison, Wis	100.00			100.00	100.00		400.00	
First National Bank, Milwaukee, Wis	100.00			100.00	100.00	100.00		
First National Bank, Nashville, Tenn							10.00	
First National Bank, Portland, Oregon	350.00			350.00	350.00	240.00		
First National Bank, Portsmouth, N. H	500.00			500.00	500.00	500.00		
First National Bank, Providence, R. I	300.00			300.00	300.00	300.00		
First National Bank, St. Paul, Minn	1.28			1.28	1.28	1.28		
First National Bank, Toledo, Ohio	100.00			100.00	100.00		35.07	
First National Bank, Trenton, N. J	100.00			100.00	100.00	100.00		
First National Bank of Wilmington, Wilmington, Del	152.34			152.34	152.34		90.91	
Second National Bank, St. Paul, Minn	900.00			900.00	900.00	800.00		
Third National Bank, Buffalo, N. Y	900.00			900.00	900.00	175.00		
Merchants' National Bank, Burlington, Vt	75.25			75.25	75.25		23.75	
Merchants' National Bank, Portland, Me	1,326.26			1,326.26	1,326.26	1,126.26		
Merchants' National Bank, Savannah, Ga	4,570.04			4,570.04	4,570.04	4,570.04		
American National Bank, Dallas, Tex	736.46			736.46	736.46	636.46		
Charter Oak National Bank, Hartford, Conn	550.00			550.00	550.00		711.00	
Citizens' National Bank, Davenport, Iowa	10.00			10.00	10.00		100.00	
Commercial National Bank, Detroit, Mich	292.75			292.75	292.75	117.75		
East Tennessee National Bank, Knoxville, Tenn	161.84			161.84	161.84	63.78		
Indianapolis National Bank, Indianapolis, Ind	100.00			100.00	100.00		680.00	
Gate City National Bank, Atlanta, Ga							500.00	
German National Bank, Little Rock, Ark	400.00			400.00	400.00		340.45	
Kentucky National Bank, Louisville, Ky							1,277.87	
Leavenworth National Bank, Leavenworth, Kans							281.85	
Nassau National Bank, Brooklyn, N. Y							176.16	

National Bank of Commerce, Cleveland, Ohio	745.00			745.00	745.00	895.00		
National City Bank, Grand Rapids, Mich	325.00			325.00	325.00		470.00	
National Bank of Huntsville, Huntsville, Ala	39.78			39.78	39.78		60.22	
National Bank of the Republic, Washington, D. C							105.00	
National Bank State of Florida, Jacksonville, Fla							20.00	
National Bank State of Virginia, Richmond, Va							552.37	
Northern National Bank, Toledo, Ohio							44.32	
Omaha National Bank, Omaha, Nebr	355.31			355.31	355.31		217.79	
People's National Bank, Charleston, S. C	117.44			117.44	117.44	79.46		
Planters' National Bank, Richmond, Va	348.23			348.23	348.23	98.23		
St. Louis National Bank, St. Louis, Mo							1,601.00	
Sioux National Bank, Sioux City, Iowa							233.85	
State National Bank, El Paso, Tex							253.98	
State National Bank, Memphis, Tenn	10.00			10.00	10.00		887.77	
State National Bank, Springfield, Ill	1,064.50			1,064.50	1,064.50		1,381.61	
Tradesmen's National Bank, Pittsburgh, Pa							636.49	
Union National Bank, Salt Lake City, Utah	125.16			125.16	125.16	125.16		
Assistant Treasurer United States, New Orleans, La.*								
United States depository, Little Rock, Ark.*								
United States depository, Merchants' National Bank, Savannah, Ga.*								
United States depository, Galveston, Tex.*								
Total	23,681,442.45	3,870,639.12	4,917,458.51	32,469,540.08	23,681,442.45	965,407.09 161,449.69 803,957.40	161,449.69	29,091,906.12

* Old accounts.

No. 5.—*Receipts and disbursements at Treasury depositories during the fiscal year ending June* 30, 1889—Continued.

Depositories.	Increase over 1888.	Decrease from 1888.	Transfer account—		Warrants paid.	Outstanding warrants June 30, 1888.	Balances as per transcripts June 30, 1889.	Outstanding warrants June 30, 1889.	Balances subject to draft June 30, 1889.
			From.	To.					
Treasurer United States, Washington, D. C		$18,977.03	$4,100,000.00	$17,458.51	$507,484.54	$1,575.14	$233,876.91	$2,826.44	$231,050.47
Assistant treasurer United States, Baltimore, Md		21,652.55		300,000.00	648,927.42	1,353.86	172,660.91	2,194.64	170,466.27
Assistant treasurer United States, Boston, Mass		45,026.05	800,000.00		1,689,516.27	4,717.06	582,494.50	3,873.91	578,620.59
Assistant treasurer United States, Chicago, Ill	$751,429.45			1,700,000.00	6,216,045.62	16,582.29	737,878.54	10,492.12	727,386.42
Assistant treasurer United States, Cincinnati, Ohio	189,402.68				1,968,966.58	10,597.38	343,756.42	4,492.82	339,263.60
Assistant treasurer United States, New Orleans, La	148,553.09			300,000.00	1,081,830.34	5,382.37	92,821.89	6,596.20	86,225.69
Assistant treasurer United States, New York, N. Y	828,844.89			1,100,000.00	10,756,082.57	50,097.69	906,378.31	49,982.62	856,395.69
Assistant treasurer United States, Philadelphia, Pa	194,707.78			600,000.00	2,701,197.22	5,899.08	597,532.07	3,621.90	593,910.17
Assistant treasurer United States, San Francisco, Cal	103,326.34				1,022,421.20	7,549.73	422,775.08	9,591.51	413,183.57
Assistant treasurer United States, St. Louis, Mo	390,034.46			900,000.00	2,506,487.77	7,347.96	415,261.27	10,376.99	404,884.28
First National Bank, Albuquerque, N. Mex							1,376.85		1,376.85
First National Bank, Deadwood, Dak									
First National Bank, Denver, Colo									
First National Bank, Detroit, Mich			432.51						
First National Bank, Leavenworth, Kans			1,054.63				494.36		494.36
First National Bank of Los Angeles, Los Angeles, Cal			500.00				25.00		25.00
First National Bank, Madison, Wis			100.00						
First National Bank, Milwaukee, Wis			100.00						
First National Bank, Nashville, Tenn									
First National Bank, Portland, Oregon			275.00				175.00		175.00
First National Bank, Portsmouth, N. H			500.00						
First National Bank, Providence, R. I			300.00						
First National Bank, St. Paul, Minn			1.28						
First National Bank, Toledo, Ohio			150.00						
First National Bank, Trenton, N. J			100.00						
First National Bank of Wilmington, Wilmington, Del							152.34		152.34
Second National Bank, St. Paul, Minn			650.00				350.00		350.00
Third National Bank, Buffalo, N. Y			1,100.00				100.00		100.00
Merchants' National Bank, Burlington, Vt			75.25						
Merchants' National Bank, Portland, Me			1,326.26						
Merchants' National Bank, Savannah, Ga			4,420.04				150.00		150.00
American National Bank, Dallas, Tex			836.46						
Charter Oak National Bank, Hartford, Conn			750.00				550.00		550.00

Citizen's National Bank, Davenport, Iowa			10.00						
Commercial National Bank, Detroit, Mich									
East Tennessee National Bank, Knoxville, Tenn			892.75				161.84		161.84
Indianapolis National Bank, Indianapolis, Ind			200.00				100.00		100.00
Gate City National Bank, Atlanta, Ga									
German National Bank, Little Rock, Ark							400.00		400.00
Kentucky National Bank, Louisville, Ky			148.95						
Leavenworth National Bank, Leavenworth, Kans			281.85						
Nassau National Bank, Brooklyn, N. Y			176.16						
National Bank of Commerce, Cleveland, Ohio			80.00				715.00		715.00
National City Bank, Grand Rapids, Mich			120.00				225.00		225.00
National Bank of Huntsville, Huntsville, Ala			139.78						
National Bank of the Republic, Washington, D. C									
National Bank State of Florida, Jacksonville, Fla			20.00						
National Bank State of Virginia, Richmond, Va									
Northern National Bank, Toledo, Ohio									
Omaha National Bank, Omaha, Nebr			355.31						
People's National Bank, Charleston, S. C							117.44		117.44
Planters' National Bank, Richmond, Va							348.23		348.23
St. Louis National Bank, St. Louis, Mo			1,501.00						
Sioux National Bank, Sioux City, Iowa									
State National Bank, El Paso, Tex									
State National Bank, Memphis, Tenn			77.62				10.00		10.00
State National Bank, Springfield, Ill			1,208.50				310.90		310.90
Tradesmen's National Bank, Pittsburgh, Pa									
Union National Bank, Salt Lake City, Utah			125.16						
Assistant treasurer United States, New Orleans, La.*							31,164.44		31,164.44
United States depository, Little Rock, Ark.*							5,823.50		5,823.50
United States depository, Merchants' Bank, Savannah, Ga.*							205.76		205.76
United States depository, Galveston, Tex.*							83.36		83.36
Total	2,606,298.69 85,655.63	85,655.63	4,917,458.51	4,917,458.51	29,098,959.53	111,102.56	4,548,474.92	104,049.15	4,444,425.77
	2,520,643.06								

*Old accounts.

247,000	
$5,681.00	
918,000	
$21,114.00	
	$4,755,430.25

No. 5.—*Receipts and expenditures at Treasury depositories, etc.*—Continued.

COMPARATIVE STATEMENT BETWEEN FISCAL YEARS 1888 AND 1889 AT TREASURY DEPOSITORIES.

Deposits for fiscal year 1889		$23,681,442.45
Deposits for fiscal year 1888		22,877,485.05
Increase of deposits for 1889		803,957.40
Grants from the Treasury 1889	$3,870,639.12	
Grants from the Treasury 1888	3,160,820.47	
Increase of grants for 1889	709,818.65	
Increase of receipts over 1888		965,407.09
Decrease of receipts from 1888		161,449.69
Increase for 1889, as shown above		803,957.40
Warrants drawn for 1889		29,091,906.12
Warrants drawn for 1888		26,571,263.06
Increase for 1889		2,520,643.06
Balance subject to draft June 30, 1888		5,983,716.86
Balance subject to draft June 30, 1889		4,444,425.77
Decrease from 1888		1,539,291.09
Total number of warrants issued during fiscal year 1889		105,812
Total number of warrants issued during fiscal year 1888		92,570
Increase for 1889		13,242

No. 6.—*Postage-stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal-cards issued during fiscal year ending June* 30, 1889.

ORDINARY POSTAGE-STAMPS.

Denomination.	Quarter ending September 30, 1888.	Quarter ending December 31, 1888.	Quarter ending March 31, 1889.	Quarter ending June 30, 1889.	Total.
1-cent	97,022,600	127,794,600	130,074,600	118,141,500	473,033,300
2-cent	325,272,100	356,527,900	387,213,000	339,427,900	1,408,440,900
3-cent	825,300	1,715,400	2,005,200	1,545,700	6,091,600
4-cent	3,055,700	3,553,650	4,018,900	3,744,100	14,372,350
5-cent	8,492,220	9,224,540	10,202,080	9,116,680	37,035,520
6-cent	110,000	9,200	50,500	16,600	186,300
10-cent	4,558,150	5,359,320	5,711,450	5,355,020	20,983,940
15-cent	278,700	519,900	262,560	291,500	1,352,660
30-cent	75,290	116,840	158,300	84,330	434,760
90-cent	6,400	8,410	11,800	22,900	49,510
10-cent special delivery	347,360	*521,940	302,440	†403,910	1,575,650
Total	440,043,820	505,351,700	540,010,830	478,150,140	1,963,556,490
Value	$8,614,569	$9,772,623	$10,477,935	$9,288,465	$38,153,592

* 600 of these are specimens. † 111,900 of these are specimens.

NEWSPAPER AND PERIODICAL STAMPS.

No.						
cent		136,560	146,360	176,990	236,050	695,960
		118,300	113,080	130,790	187,155	549,329
		49,630	49,590	63,660	66,210	229,090
	Depo	88,075	82,290	96,195	103,110	369,670
		56,695	53,200	64,605	66,940	241,440
		48,275	42,300	52,440	57,060	200,075
		96,790	97,455	115,330	112,725	422,300
		44,405	35,515	46,620	54,880	181,420
		43,060	31,780	41,750	40,490	157,080
		27,755	15,560	22,115	20,525	85,955
		18,055	11,485	15,455	15,915	60,910
	Treas-	15,395	12,300	15,605	15,525	58,825
		9,530	6,710	10,525	8,500	35,265
		10,560	7,100	8,885	9,595	36,140

No. 6.—*Postage-stamps, stamped envelopes, newspaper wrappers, etc.*—Continued.

NEWSPAPER AND PERIODICAL STAMPS—Continued.

Denomination.	Quarter ending September 30, 1888.	Quarter ending December 31, 1888.	Quarter ending March 31, 1889.	Quarter ending June 30, 1889.	Total.
96-cent	16,785	16,650	16,055	18,365	67,855
$1.92	11,100	11,345	10,865	10,820	44,130
$3	9,255	6,814	9,656	9,370	35,095
$6	4,902	3,813	5,092	4,476	18,283
$9	2,301	2,135	3,210	3,130	10,776
$12	3,111	2,607	3,506	2,534	11,758
$24	1,252	938	1,176	1,133	4,499
$36	931	598	616	620	2,765
$48	555	360	750	370	2,035
$60	1,830	1,750	2,060	1,570	7,210
Total	815,107	751,735	913,951	1,047,068	3,527,861
Value	$437,624	$363,910	$461,902	$400,315	$1,663,751

POSTAGE-DUE STAMPS.

1-cent	1,513,500	1,774,700	1,515,200	1,517,200	6,320,600
2-cent	1,035,850	851,350	880,850	792,150	3,560,200
3-cent	55,200	11,100	70,200	12,400	148,900
5-cent	183,360	102,260	130,260	103,340	519,220
10-cent	297,020	380,120	328,960	334,100	1,340,200
30-cent	50	220	640		910
50-cent	30	100	10		140
Total	3,085,010	3,119,850	2,926,120	2,759,190	11,890,170
Value	$76,408	$78,348	$74,481	$69,964	$299,201

STAMPED ENVELOPES (PLAIN) AND NEWSPAPER WRAPPERS.

1-cent	8,300,500	12,508,250	11,274,500	10,870,250	42,953,500
2-cent	27,891,500	41,273,700	38,202,250	36,849 450	144,216,900
4-cent	4,900	7,100	4,700	10,650	27,350
5-cent	42,750	59,000	27,000	26,000	154,750
10-cent	7,000		750		7,750
30-cent	4,200		250		4,450
90-cent	2,600				2,600
1-cent wrappers	8,954,750	10,644,750	11,055,250	10,458,500	41,113,250
2-cent wrappers	409,750	649,000	792,250	746,500	2,597,500
Total	45,617,950	65,141,800	61,356,950	58,961,350	231,078,050
Value	$817,278.80	$1,177,785.38	$1,102,724.86	$1,061,461.88	$4,159,250.92

STAMPED ENVELOPES BEARING REQUEST TO RETURN.

1-cent	1,926,000	2,436,750	2,654,000	1,995,000	9,011,750
2-cent	49,649,750	53,578,500	55,092,500	53,270,250	211,591,000
4-cent	19,500	20,500	25,500	15,000	80,500
5-cent	22,000	33,000	31,500	16,500	103,000
Total	51,617,250	56,068,750	57,803,500	55,296,750	220,786,250
Value	$1,113,479.45	$1,206,240.45	$1,242,156.70	$1,193,553.65	$4,755,430.25

TWO-CENT LETTER-SHEET ENVELOPES.

Total	116,500	290,000	264,500	247,000	918,000
Value	$2,679.50	$6,670.00	$6,083.50	$5,681.00	$21,114.00

No. 6.—*Postage-stamps, stamped envelopes, newspaper wrappers, etc.*—Continued.

POSTAL-CARDS.

Denomination.	Quarter ending September 30, 1888.	Quarter ending December 31, 1888.	Quarter ending March 31, 1889.	Quarter ending June 30, 1889.	Total.
1-cent	87,096,500	109,887,000	99,373,000	90,316,000	386,672,500
2-cent	21,500	30,500	45,250	38,750	136,000
Total	87,118,000	109,917,500	99,418,250	90,354,750	386,808,500
Value	$871,395	$1,099,480	$994,635	$903,935	$3,869,445

RECAPITULATION.

Articles issued.	Number.	Amount.
Ordinary postage-stamps	1,961,980,840	$37,996,027.00
Special-delivery stamps	1,575,650	157,565.00
Newspaper and periodical stamps	3,527,861	1,663,751.00
Postage-due stamps	11,890,170	299,201.00
Ordinary stamped envelopes, plain	187,367,300	3,652,457.67
Stamped envelopes, request	220,786,250	4,755,430.25
Newspaper wrappers	43,710,750	506,793.25
Letter-sheet envelopes	918,000	21,114.00
Postal-cards	386,808,500	3,869,445.00
Aggregate	2,818,565,321	52,921,784.17

No. 7.—*Issue of postage-stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal-cards, by denominations, for fiscal year ending June* 30, 1889.

Denomination.	Ordinary, special-delivery, and postage-due stamps.	Stamped envelopes, newspaper wrappers, and letter-sheet envelopes.	Postal-cards, not including those shipped to sub-agencies.	Newspaper and periodical stamps.	Total.
1-cent	479,353,900	93,078,500	386,672,500	695,960	959,800,860
2-cent	1,412,001,100	359,323,400	136,000	549,325	1,772,009,825
3-cent	6,240,500			229,090	6,469,590
4-cent	14,372,350	107,850		369,670	14,849,870
5-cent	37,554,740	257,750			37,812,490
6-cent	186,300			241,440	427,740
8-cent				200,075	200,075
10-cent	23,899,790	7,750		422,300	24,329,840
12-cent				181,420	181,420
15-cent	1,352,860				1,352,860
24-cent				157,080	157,080
30-cent	435,670	4,450			440,120
36-cent				85,955	85,955
48-cent				60,910	60,910
50-cent	140				140
60-cent				58,825	58,825
72-cent				35,265	35,265
84-cent				36,140	36,140
90-cent	49,510	2,600			52,110
96-cent				67,856	67,856
$1.92				44,130	44,130
$3				35,095	35,095
$6				18,283	18,283
$9				10,776	10,776
$12				11,758	11,758
$24				4,499	4,499
$36				2,765	2,765
$48				2,035	2,035
$60				7,210	7,210
Aggregate	1,975,446,660	452,782,300	386,808,500	3,527,861	2,818,565,321
Value	$38,452,793	$8,935,795.17	$3,869,445.00	$1,663,751.00	$52,921,784.17

No. 8.—*Table showing the increase and decrease in the issue of postage-stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal-cards for the fiscal year ending June 30, 1889, as compared with the issue of the preceding year.*

Articles issued.	1888.		1889.	
	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps	1,867,173,140	$36,293,183.00	1,961,980,840	$37,996,027.00
Special-delivery stamps	1,331,790	133,179.00	1,575,050	157,505.00
Newspaper and periodical stamps	3,464,418	1,588,425.00	3,527,861	1,663,751.00
Postage-due stamps	10,805,572	283,954.00	11,890,170	299,201.00
Stamped envelopes, plain	186,741,000	3,634,508.44	187,367,300	3,652,457.67
Stamped envelopes, request	196,625,250	4,242,611.90	220,786,250	4,755,430.25
Newspaper wrappers	50,269,500	584,804.50	43,710,750	506,793.25
Letter-sheet envelopes	2,427,000	55,821.00	918,000	21,114.00
Postal-cards	381,797,500	3,819,835.00	386,808,500	3,869,445.00
Total of all issues	2,700,635,170	50,636,321.84	2,818,565,321	52,921,784.17

Articles issued.	Increase.		Per cent. increase.	
	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps	94,807,700	$1,702,844.00	5.08	4.69
Special-delivery stamps	243,860	24,326.00	18.31	18.31
Newspaper and periodical stamps	63,443	75,326.00	1.83	4.74
Postage-due stamps	1,084,598	15,247.00	10.04	5.37
Stamped envelopes, plain	626,300	17,949.23	.34	.49
Stamped envelopes, request	24,161,000	512,818.35	12.29	12.09
Newspaper wrappers	*6,558,750	*78,011.25	*13.05	*13.34
Letter-sheet envelopes	*1,509,000	*34,707.00	*62.18	*62.18
Postal-cards	5,011,000	49,610.00	1.31	1.30
Total of all issues	117,930,151	2,285,462.33	4.33	4.51

*Decrease.

No. 9.—*Value of postage-stamps issued by fiscal years, from their introduction, July 1, 1847, to June 30, 1889.*

Year.	Ordinary.	Official.	Newspaper and periodical.	Postage-due.	Special-delivery.	Total.
1847						
1848						
1849	$274,710.00					$274,710.00
1850						
1851						
1852	1,535,638.51					1,535,638.51
1853	1,608,792.91					1,608,792.91
1854	1,526,300.00					1,526,300.00
1855	2,056,127.00					2,056,127.00
1856	3,611,274.40					3,611,274.40
1857	4,337,135.20					4,337,135.20
1858	4,945,374.25					4,945,374.25
1859	5,279,405.00					5,279,405.00
1860	5,920,939.00					5,920,939.00
1861	5,908,522.00					5,908,522.00
1862	7,078,188.00					7,078,188.00
1863	9,683,394.00					9,683,394.00
1864	10,177,327.00					10,177,327.00
1865	12,099,987.50					12,099,987.50
1866	10,816,661.00					10,816,661.00
1867	11,578,607.00					11,578,607.00
1868	11,751,014.00					11,751,014.00
1869	12,722,568.00					12,722,568.00
1870	13,976,768.00					13,976,768.00
1871	14,630,715.00					14,630,715.00
1872	15,840,649.00					15,840,649.00
1873	16,681,189.00	$494,974.70				17,176,163.70
1874	17,275,242.00	1,415,845.20				18,691,087.20
1875	18,271,479.00	834,970.25	$815,902.47			19,922,351.72
1876	18,773,454.00	663,831.50	945,254.75			20,382,540.25
1877	18,181,676.00	614,107.20	1,000,605.10			19,796,388.30
1878	19,468,618.00	618,094.60	1,093,845.30			21,180,557.90
1879	20,117,259.00	624,999.9	1,088,412.16	$365,957.00		22,196,628.11
1880	22,414,928.00	140,190.08	1,252,903.30	251,836.00		24,059,866.38
1881	24,040,627.00	107,777,32	1,398,674.00	254,293.00		25,801,471.32
1882	28,679,528.00	139,991.75	1,602,069.70	352,170.00		30,773,759.45
1883	30,307,179.00	125,839.20	1,752,564.50	404,915.90		32,590,498.60
1884	29,077,444.00	140,040.00	1,923,217.80	353,611.00		31,494,312.80
1885	28,429,028.00		2,047,268.50	308,492.00		30,785,388.50
1886	31,172,364.00		*1,097,390.00	†159,989.00	$369,956	32,799,699.00
1887	33,774,156.00		1,364,413.80	235,136.00	124,594	35,498,299.80
1888	36,293,183.00		1,588,425.00	283,954.00	133,179	38,298,741.00
1889	37,996,027.00		1,663,751.00	299,201.00	157,565	40,116,544.00

* Postage on second-class matter was reduced from 2 cents to 1 cent a pound July 1, 1885.

† The standard of weight was increased from ½ to 1 ounce for 2 cents on first-class matter July 1, 1885.

No. 10.—*Statement by fiscal years of the issues of stamped envelopes, from the date of their first issue, June 27, 1853, to June 30, 1889, with percentages of issues of special-request envelopes, from the date of their first issue, May, 1865.*

Year ending June 30—	Plain envelopes, including wrappers.	Special-request envelopes.	Total.	Percentage of request envelopes.
1853	5,000,000	.....	5,000,000	.....
1854	21,384,100	.....	21,384,100	.....
1855	23,451,725	.....	23,451,725	.....
1856	33,764,050	.....	33,764,050	.....
1857	33,033,400	.....	33,033,400	.....
1858	30,971,375	.....	30,971,375	.....
1859	30,280,300	.....	30,280,300	.....
1860	29,280,025	.....	29,280,025	.....
1861	26,027,300	.....	26,027,300	.....
1862	27,234,150	.....	27,234,150	.....
1863	25,548,750	.....	25,548,750	.....
1864	28,218,800	.....	28,218,800	.....
1865	25,456,175	750,000	26,206,175	2.86
1866	30,386,200	8,708,525	39,094,725	22.28
1867	46,421,400	16,665,250	63,086,650	26.42
1868	47,894,900	25,469,750	73,364,650	34.72
1869	49,851,000	31,824,100	81,675,100	38.97
1870	49,951,500	36,338,000	86,289,500	42.12
1871	56,563,625	48,111,650	104,675,275	45.97
1872	67,100,750	46,825,000	113,925,750	41.10
1873	78,971,350	52,201,250	131,172,600	39.80
1874	84,478,250	51,940,250	136,418,500	38.08
1875	95,135,400	54,631,000	149,766,400	36.48
1876	100,965,750	64,554,500	165,520,250	39.00
1877	106,276,950	64,374,500	170,651,450	37.72
1878	115,715,100	67,845,250	183,560,350	36.96
1879	110,503,700	67,058,250	177,561,950	37.77
1880	130,301,500	76,835,500	207,137,000	37.09
1881	142,042,050	85,024,000	227,067,050	37.44
1882	155,861,200	100,704,250	256,565,450	39.25
1883	158,688,200	100,578,250	259,266,450	38.79
1884	192,716,550	129,515,500	322,232,050	40.19
1885	185,954,650	136,796,750	322,751,400	42.38
1886	201,265,850	152,742,250	354,008,100	43.14
1887	210,507,300	171,104,000	381,611,300	44.84
1888	237,010,500	196,625,250	433,635,750	45.34
1889	231,078,050	220,786,250	451,864,300	48.86

No. 11.—*Statement by fiscal years of the number of postal-cards supplied postmasters, from the date of their first issue, May 1, 1873, to June 30, 1889.*

Year.	1-cent.	2-cent.	Total.	Year.	1-cent.	2-cent.	Total.
June 30—				June 30—			
1873	*31,094,000	.....	31,094,000	1882	351,394,500	103,500	351,498,000
1874	91,079,000	.....	91,079,000	1883	379,424,500	92,250	379,516,750
1875	107,616,000	.....	107,616,000	1884	362,789,500	87,250	362,876,750
1876	150,815,000	.....	150,815,000	1885	339,336,500	80,000	339,416,500
1877	170,015,500	.....	170,015,500	1886	355,499,000	149,000	355,648,000
1878	200,630,000	.....	200,630,000	1887	356,778,000	161,250	356,939,250
1879	221,797,000	.....	221,797,000	1888	381,671,500	126,000	381,797,500
1880	269,754,000	2,796,500	272,550,500	1889	386,672,500	136,000	386,808,500
1881	308,412,500	124,000	308,536,500				

*Two months only.

No. 12.—*Comparative statement of second-class matter mailed at post-offices of the first class during the past two years.*

Post-offices.	Year ending June 30, 1888.		Year ending June 30, 1889.		Increase for 1889.		Increase.	Per cent. of total amount collected in United States.
	Weight.	Postage collected.	Weight.	Postage collected.	Weight.	Postage.		
	Pounds.		*Pounds.*		*Pounds.*		*P. ct.*	
New York, N. Y	34,223,441	$342,434.41	38,550,257	$385,502.57	4,326,816	$43,268.16	12.64	23.85
Chicago, Ill	14,378,669	143,786.69	18,549,799	185,497.99	4,171,130	41,711.30	29.01	11.48
Boston, Mass	8,978,773	89,787.73	10,140,173	101,401.73	1,161,400	11,614.00	12.95	6.27
Philadelphia, Pa	8,315,520	83,155.20	9,1.9,204	91,192.04	803,684	8,036.84	9.66	5.64
St. Louis, Mo	6,143,669	61,436.69	7,562,479	75,624.79	1,418,810	14,188.10	23.09	4.68
Cincinnati, Ohio	3,631,324	36,313.24	3,726,669	37,266.69	95,345	953.45	2.63	2.31
San Francisco, Cal.	2,723,785	27,237.85	2,954,599	29,545.99	230,814	2,308.14	8.47	1.83
Milwaukee, Wis	1,969,612	19,696.12	2,139,211	21,392.11	169,599	1,695.99	8.61	1.32
Detroit, Mich	1,914,350	19,143.50	2,118,711	21,187.11	204,361	2,043.61	10.68	1.31
St. Paul, Minn	1,810,909	18,109.09	2,051,635	20,516.35	240,726	2,407.26	13.29	1.27
Washington, D. C	1,613,516	16,135.16	1,825,706	18,257.06	212,190	2,121.90	13.15	1.13
Kansas City, Mo	1,489,535	14,895.35	1,810,338	18,103.38	320,803	3,208.03	21.54	1.12
Augusta, Me	1,702,413	17,024.13	1,713,522	17,135.22	11,109	111.09	.65	1.06
Pittsburgh, Pa	1,372,518	13,725.18	1,653,545	16,535.45	281,027	2,810.27	20.48	1.02
Minneapolis, Minn.	1,559,233	15,592.33	1,625,996	16,259.96	66,763	667.63	4.28	1.01
Cleveland, Ohio	1,480,144	14,801.44	1,579,411	15,794.11	99,267	992.67	6.71	.98
Atlanta, Ga	1,493,571	14,935.71	1,551,559	15,515.59	57,988	579.88	3.88	.96
Louisville, Ky	1,424,417	14,244.17	1,508,665	15,086.65	84,248	842.48	5.91	.93
Omaha, Nebr	1,372,362	13,723.62	1,438,716	14,387.16	66,354	663.54	4.84	.89
Toledo, Ohio	1,106,539	11,065.39	1,294,300	12,943.00	187,761	1,877.61	16.97	.80
Rochester, N. Y	1,245,478	12,454.78	1,262,774	12,627.74	17,296	172.96	1.39	.78
Baltimore, Md.*	1,282,421	12,824.21	1,237,188	12,371.88	45,233	452.33	3.53	.77
Nashville, Tenn.*	1,192,195	11,921.95	1,175,870	11,758.70	16,325	163.25	1.37	.73
Springfield, Ohio	873,543	8,735.43	1,174,902	11,749.02	301,359	3,013.59	34.50	.73
Denver, Colo	946,538	9,465.38	1,146,207	11,462.07	199,669	1,996.69	21.09	.71
New Orleans, La	1,122,299	11,222.99	1,125,677	11,256.77	3,378	33.78	.30	.70
Elgin, Ill.*†	1,102,461	11,024.61	1,078,249	10,782.49	24,212	242.12	2.20	.67
Springfield, Mass	907,738	9,077.38	1,061,545	10,615.45	153,807	1,538.07	16.94	.66
Utica, N. Y	644,807	6,448.07	914,853	9,148.53	270,046	2,700.46	41.88	.57
Indianapolis, Ind	731,143	7,311.43	879,436	8,794.36	148,293	1,482.93	20.28	.54
Des Moines, Iowa*	771,982	7,719.82	757,079	7,570.79	14,903	149.03	1.93	.47
Albany, N. Y	615,818	6,158.18	702,410	7,024.10	86,592	865.92	14.06	.43
Buffalo, N. Y	509,322	5,093.22	627,095	6,270.95	118,373	1,183.73	23.22	.39
Columbus, Ohio	524,154	5,241.54	567,733	5,677.33	43,579	435.79	8.31	.35
Memphis, Tenn	261,820	2,618.20	544,063	5,440.63	282,243	2,822.43	107.80	.34
Richmond, Va	493,007	4,930.07	537,665	5,376.65	44,658	446.58	9.06	.33
Dallas, Tex	454,693	4,546.93	481,263	4,812.63	26,570	265.70	5.84	.30
Dayton, Ohio	441,941	4,419.41	444,899	4,448.99	2,958	29.58	.67	.28
Portland, Oregon	343,725	3,437.25	364,560	3,645 60	20,835	208.35	6.06	.23
Topeka, Kans	303,603	3,036.03	324,917	3,249.17	21,314	213.14	7.02	.20
Elmira, N. Y	268,702	2,687.02	310,671	3,106.71	41,969	419.69	15.62	.19
Portland, Me	295,606	2,956.06	301,478	3,014.78	5,872	58.72	1.99	.18
Charleston, S. C	217,712	2,177.12	298,803	2,988.03	81,091	810.91	37.25	.18
Syracuse, N. Y.*	274,268	2,742.68	269,406	2,694.06	4,862	48.62	1.77	.17
Salt Lake City, Utah	231,622	2,316.22	262,810	2,628.10	31,188	311.88	13.47	.16
St. Joseph, Mo	220,462	2,204.62	249,074	2,490.74	28,612	286.12	12.98	.15

*Decrease. † No longer first-class offices.

No. 12.—*Comparative statement of second-class matter mailed at post-offices of the first class during the past two years*—Continued.

Post-offices.	Year ending June 30, 1888.		Year ending June 30, 1889.		Increase for 1889.		Increase.	Per cent. of total amount collected in United States.
	Weight.	Postage collected.	Weight.	Postage collected.	Weight.	Postage.		
Grand Rapids, Mich	221,945	$2,219.45	248,081	$2,480.81	26,136	$261.36	11.78	.15
Hartford, Conn	217,473	2,174.73	237,489	2,374.89	20,016	200.16	9.20	.15
Brooklyn, N. Y.*	248,913	2,489.13	223,233	2,232.33	25,680	256.80	10.32	.14
Harrisburg, Pa	138,215	1,382.15	219,686	2,196.86	81,471	814.71	58.95	.14
Sioux City, Iowa	162,459	1,624.59	209,778	2,097.78	47,319	473.19	29.13	.13
Troy, N. Y	170,979	1,709.79	203,087	2,030.87	32,108	321.08	18.78	.13
Providence, R. I	193,904	1,939.04	201,928	2,019.28	8,024	80.24	4.13	.12
Galveston, Tex	195,757	1,957.57	199,432	1,994.32	3,675	36.75	1.88	.12
Dubuque, Iowa*	193,248	1,932.48	189,610	1,896.10	3,638	36.38	1.88	.12
Lincoln, Nebr	168,861	1,688.61	188,917	*1,889.17	20,056	200.56	11.88	.12
Savannah, Ga	161,977	1,619.77	173,950	1,739.50	11,973	119.63	7.39	.11
Chattanooga, Tenn	169,194	1,691.94	173,859	1,738.59	4,665	46.65	2.76	.11
Jacksonville, Fla.*	229,413	2,294.13	167,964	1,679.64	61,449	614.49	26.79	.10
New Haven, Conn	112,551	1,125.51	167,123	1,671.23	54,572	545.72	48.49	.10
Birmingham, Ala	144,155	1,441.55	164,929	1,649.29	20,774	207.74	14.41	.10
Peoria, Ill.*	165,218	1,652.18	152,600	1,526.00	12,618	126.18	7.64	.09
Los Angeles, Cal	137,038	1,370.38	145,592	1,455.92	8,554	85.54	6.24	.09
Oakland, Cal	124,764	1,247.64	144,181	1,441.81	19,417	194.17	15.56	.09
Akron, Ohio	73,674	736.74	142,691	1,426.91	69,017	690.17	93.68	.09
Cedar Rapids, Iowa*	133,080	1,330.80	122,739	1,227.39	10,341	103.41	7.77	.08
Wheeling, W. Va	102,163	1,021.63	122,394	1,223.94	20,231	202.31	19.80	.08
Sacramento, Cal.*	125,335	1,253.35	121,600	1,216.00	3,735	37.35	2.98	.08
Bangor, Me	115,549	1,155.49	117,010	1,170.10	1,461	14.61	1.26	.07
Wichita, Kans	112,417	1,124.17	115,672	1,156.72	3,255	32.55	2.90	.07
Burlington, Iowa*	113,617	1,136.17	113,358	1,133.58	259	2.59	.23	.07
Reading, Pa	90,934	909.34	108,843	1,088.43	17,909	179.09	19.69	.07
Quincy, Ill.*	114,516	1,145.16	108,951	1,089.51	5,565	55.65	4.86	.05
Newark, N. J	95,988	959.88	99,032	990.32	3,044	30.44	3.17	.07
Worcester, Mass	69,543	695.43	95,223	952.23	25,680	256.80	36.93	.06
Council Bluffs, Iowa	77,711	777.11	90,049	900.49	12,338	123.38	15.88	.06
Knoxville, Tenn	76,700	767.00	87,055	870.55	10,355	103.55	13.50	.06
Rockford, Ill	76,819	768.19	85,431	854.31	8,612	86.12	11.21	.05
Lynn, Mass.*	184,614	1,846.14	80,402	804.02	104,212	1,042.12	56.45	.05
Davenport, Iowa†	74,354	743.54	80,205	802.05	5,851	58.51	7.87	.05
Scranton, Pa	40,973	409.73	79,896	798.96	38,923	389.23	95.00	.05
Trenton, N. J	68,050	680.50	73,320	733.20	5,270	52.70	7.74	.05
Jersey City, N. J	23,558	235.58	60,172	601.72	36,614	366.14	155.42	.05
Wilmington, Del	58,164	581.64	68,516	685.16	10,352	103.52	17.80	.04
Fort Wayne, Ind	59,568	595.68	61,859	618.59	2,291	22.91	3.85	.04
Lowell, Mass	54,273	542.73	61,390	613.90	7,117	71.17	13.11	.04
Evansville, Ind	53,123	531.23	56,118	561.18	2,995	29.95	5.64	.03
Kalamazoo, Mich	45,292	452.92	55,813	558.13	10,521	105.21	23.23	.03
Binghamton, N. Y	52,120	521.20	55,235	552.35	3,115	31.15	5.98	.03
Duluth, Minn	50,692	506.92	53,926	539.26	3,234	32.34	6.38	.03
Mobile, Ala.*	50,993	509.93	48,308	483.08	2,685	26.85	5.27	.03
Erie, Pa	41,248	412.48	46,383	463.83	5,135	51.35	12.45	.03
Allegheny, Pa	36,736	367.36	45,760	457.60	9,024	90.24	24.56	.03
Norfolk, Va	38,116	381.16	44,074	440.74	5,958	59.58	15.61	.03
San Diego, Cal	36,796	367.96	43,689	436.89	6,893	68.93	18.73	.03
New Bedford, Mass.*	37,472	374.72	36,938	369.38	534	5.34	1.43	.02
Paterson, N. J	29,038	290.38	34,936	349.36	5,898	58.98	20.31	.02
Bridgeport, Conn.†	42,547	425.47	35,655	356.55	*6,892	68.92	16.20	.02
Poughkeepsie, N. Y	28,252	282.52	28,463	284.63	211	2,11	.75	.02
Total	120,621,449	1,206,214.49	137,108,267	1,371,082.67	16,486,818	164,868.18	13.67	84.86

* Decrease. † No longer first-class offices.

No. 13.—*Number of registered letters and parcels transmitted through the mails from each*

States.	Quarter ending September 30, 1888.				
	Domestic.		Foreign.		Free.
	Letters.	Parcels.	Letters.	Parcels.	
Alabama	34,414	1,455	158	10	7,172
Arkansas	34,057	988	162	9	7,687
California	57,752	10,101	9,613	669	10,447
Colorado	37,007	4,234	1,967	123	4,927
Connecticut	32,160	8,033	2,792	150	59,981
Delaware	4,451	125	143	1	740
Florida	26,070	1,487	500	33	5,715
Georgia	43,863	2,301	274	41	8,706
Illinois	112,775	21,016	11,312	568	33,031
Indiana	59,286	2,385	709	33	17,678
Iowa	48,709	3,290	1,154	143	25,530
Kansas	56,132	3,198	1,036	58	22,777
Kentucky	47,843	6,455	357	27	7,259
Louisiana	46,031	3,513	1,812	71	5,485
Maine	40,903	1,454	3,012	20	5,427
Maryland	31,791	1,384	1,061	96	3,476
Massachusetts	77,563	9,709	15,374	393	9,413
Michigan	64,847	3,863	6,318	172	20,229
Minnesota	35,767	2,770	3,879	178	9,830
Mississippi	29,580	1,806	118	4	7,384
Missouri	87,313	11,256	2,165	206	20,594
Nebraska	35,974	1,741	1,626	32	6,272
Nevada	4,956	420	377	19	915
New Hampshire	19,282	635	1,798	32	3,854
New Jersey	45,129	1,412	5,607	67	5,034
New York	242,699	58,564	46,999	5,047	79,069
North Carolina	37,411	1,676	82	2	9,372
Ohio	101,619	6,440	4,050	219	26,736
Oregon	18,510	1,842	1,557	306	4,292
Pennsylvania	172,623	13,883	14,348	820	26,696
Rhode Island	13,308	1,744	2,157	32	1,400
South Carolina	21,438	853	172	17	4,746
Tennessee	41,931	1,470	323	10	7,329
Texas	55,758	4,223	2,631	439	20,309
Vermont	14,974	929	9,000	17	3,330
Virginia	56,238	6,439	278	16	7,017
West Virginia	30,068	538	152	52	4,265
Wisconsin	47,096	2,099	2,775	166	14,414
Alaska	617	74	23	8	23
Arizona	8,234	828	385	9	1,057
Dakota	33,116	1,300	1,387	29	7,665
District of Columbia	10,513	1,283	438	34	51,106
Idaho	13,044	927	243	14	1,385
Indian Territory	9,579	387	111	2	865
Montana	17,360	1,875	1,259	79	2,009
New Mexico	9,249	926	273	33	1,929
Utah	8,096	980	482	62	1,530
Washington	21,974	1,192	2,025	71	2,549
Wyoming	6,702	755	239	21	743
Total	2,105,812	216,168	157,303	10,655	589,402

State and Territory in the United States during the fiscal year ending June 30, 1889.

Quarter ending December 31, 1888.					Quarter ending March 31, 1889.				
Domestic.		Foreign.		Free.	Domestic.		Foreign.		Free.
Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.	Letters.	Parcels.	
37,436	2,204	304	30	7,780	52,971	1,800	305	20	7,706
51,731	2,082	214	20	8,745	54,401	1,496	276	38	7,942
71,247	24,843	12,431	1,601	12,294	62,685	15,613	9,916	909	11,515
40,299	10,765	2,294	274	5,901	37,163	5,666	1,348	110	5,558
39,107	10,104	3,772	209	65,784	38,924	9,803	3,239	185	69,827
5,361	215	243	6	783	4,827	113	170	.....	802
32,135	2,802	882	44	5,450	22,215	2,323	959	33	5,510
57,811	3,333	544	8	29,535	53,973	2,735	339	8	9,026
139,612	34,651	14,105	895	34,113	138,126	26,618	11,654	578	34,857
72,618	4,101	1,110	85	17,964	76,041	2,684	695	40	16,696
65,638	6,289	2,376	332	27,849	63,882	3,598	1,858	198	26,828
65,072	7,261	1,350	122	25,789	61,819	3,611	1,206	52	24,991
55,229	9,296	498	88	7,698	61,473	8,995	451	41	7,378
58,930	5,424	2,363	142	6,128	62,817	3,856	2,708	159	6,622
46,269	3,216	2,928	51	6,233	44,431	2,132	2,547	41	6,091
36,105	2,220	1,404	136	3,672	38,313	1,545	1,390	98	4,653
88,030	18,056	19,299	694	10,477	87,577	13,142	15,471	631	10,210
77,685	6,635	8,048	192	21,307	79,199	4,405	7,316	115	21,348
56,108	6,033	4,748	266	12,038	46,741	3,622	4,495	165	11,037
45,662	2,746	178	12	8,452	52,912	2,164	185	4	7,819
111,838	18,624	3,052	445	22,744	115,631	11,437	2,818	329	22,667
46,233	4,132	2,340	122	12,592	44,181	2,266	1,760	71	12,574
6,082	928	451	45	920	5,352	484	366	46	931
20,531	1,172	2,289	26	3,885	20,765	730	1,832	15	3,777
44,121	2,742	6,792	202	5,539	44,152	1,503	5,939	172	5,462
263,920	89,965	52,249	5,359	85,085	256,794	68,958	49,299	4,740	95,875
49,905	2,430	124	9	9,660	51,605	1,688	110	3	8,808
126,398	12,768	5,229	397	28,104	135,344	9,827	4,849	276	29,077
31,108	3,562	1,861	365	4,527	30,896	2,607	1,498	67	4,117
199,349	21,388	17,815	1,091	28,013	218,055	15,611	16,772	905	28,688
12,546	2,152	2,512	100	1,484	12,976	1,716	2,035	70	1,411
24,858	1,350	226	15	5,015	34,753	1,178	265	19	5,355
52,368	2,563	478	26	7,507	57,418	2,585	484	27	7,603
81,255	6,746	3,813	1,146	21,973	85,438	5,541	4,851	544	21,882
17,470	1,470	1,213	44	3,342	17,106	943	1,037	28	3,575
63,075	4,802	483	33	7,368	66,276	3,799	491	62	7,796
34,230	1,058	195	6	4,467	36,049	707	244	7	4,653
60,609	4,717	3,796	169	15,669	61,060	2,497	3,210	146	15,394
690	131	18	2	64	327	68	18	1	9
9,588	1,515	355	29	1,172	9,398	1,112	279	18	1,100
43,768	3,179	2,275	108	8,741	34,988	1,499	2,098	39	7,741
12,159	2,030	724	114	52,410	11,733	1,906	611	131	59,869
15,513	1,682	353	28	1,710	14,539	1,018	339	6	1,549
13,167	557	153	11	865	12,922	392	119	18	849
23,193	3,362	2,011	180	2,192	20,752	1,903	1,542	69	2,275
10,675	2,099	327	49	2,253	11,207	1,084	301	41	2,084
13,749	1,654	694	81	1,880	13,853	1,357	509	41	1,751
30,931	3,293	2,974	155	3,386	36,051	1,874	3,042	119	3,198
9,235	1,322	262	25	886	8,414	945	207	25	1,100
2,570,649	365,669	194,155	15,589	661,445	2,608,525	263,156	173,453	11,460	657,586

No. 13.—*Number of registered letters and parcels transmitted through the*

States.	Quarter ending June 30, 1889.					Total.	
	Domestic.		Foreign.		Free.	Domestic.	
	Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.
Alabama	48,066	1,714	338	46	8,076	172,887	7,173
Arkansas	45,843	1,322	194	22	8,090	186,032	5,888
California	59,071	13,229	9,787	926	11,903	250,755	64,786
Colorado	36,343	3,268	2,178	128	5,720	150,812	23,933
Connecticut	37,533	7,756	3,212	157	62,904	147,724	35,696
Delaware	4,813	102	132	.....	789	19,452	555
Florida	31,159	1,949	997	96	6,581	111,579	8,561
Georgia	49,022	3,263	299	68	9,223	204,669	11,632
Illinois	126,110	23,969	10,976	562	34,649	516,623	106,254
Indiana	67,050	1,856	684	25	18,829	274,995	11,026
Iowa	53,299	2,900	1,544	111	27,499	231,528	16,077
Kansas	52,759	3,247	884	25	24,971	235,782	17,317
Kentucky	58,000	8,052	374	48	7,753	222,545	32,798
Louisiana	58,590	4,549	2,463	113	6,894	226,368	17,342
Maine	42,055	1,879	2,763	26	6,541	173,658	8,681
Maryland	36,380	1,873	1,247	111	5,718	142,589	7,022
Massachusetts	82,846	10,155	15,583	559	10,811	336,016	51,002
Michigan	72,408	3,317	6,730	120	21,936	294,139	18,229
Minnesota	40,167	2,685	3,668	142	9,905	178,783	15,110
Mississippi	43,009	2,026	160	11	8,978	171,163	8,742
Missouri	98,905	11,286	2,834	270	21,952	413,687	52,603
Nebraska	42,419	1,860	1,712	59	12,506	168,807	9,999
Nevada	5,050	453	325	15	932	21,440	2,285
New Hampshire	19,807	620	1,892	7	4,388	80,385	3,157
New Jersey	43,855	1,237	5,656	104	5,646	177,257	6,894
New York	245,490	68,226	49,309	5,136	87,408	1,008,903	285,713
North Carolina	42,965	1,703	94	1	8,722	181,886	7,497
Ohio	135,203	8,064	4,319	219	29,432	498,564	37,099
Oregon	27,580	2,180	1,529	93	4,247	108,094	10,191
Pennsylvania	196,495	12,733	14,521	690	30,225	786,522	63,615
Rhode Island	112,441	1,846	1,993	70	1,440	51,271	7,458
South Carolina	29,391	1,006	171	7	4,368	110,440	4,387
Tennessee	54,230	2,003	356	24	7,582	205,947	8,621
Texas	67,624	5,088	2,776	460	22,669	290,075	21,598
Vermont	16,711	1,167	1,111	29	3,512	66,261	4,509
Virginia	62,463	3,481	348	57	7,749	248,052	18,521
West Virginia	47,651	761	182	1	4,892	147,996	3,064
Wisconsin	54,365	2,336	2,756	123	12,090	223,130	11,649
Alaska	572	97	26	1	10	2,206	370
Arizona	7,710	938	290	14	1,111	34,930	4,393
Dakota	31,023	1,349	1,335	26	4,676	142,895	7,327
District of Columbia	11,507	1,773	636	108	56,543	45,912	6,992
Idaho	13,334	943	227	27	1,366	56,430	4,570
Indian Territory	12,955	403	109	7	921	48,623	1,759
Montana	19,914	2,086	1,626	45	2,358	81,219	9,226
New Mexico	10,847	1,022	254	39	1,977	41,978	5,131
Utah	11,951	1,192	562	41	1,747	47,649	5,183
Washington	31,488	1,723	2,525	133	3,312	120,454	7,992
Wyoming	7,172	882	202	11	996	31,523	3,904
Total	2,405,651	237,569	163,889	11,122	642,608	9,690,637	1,082,562

mails from each State and Territory in the United States, etc.—Continued.

Total.			Grand total of letters and parcels registered for year ending June 30, 1889.	Fees received.	Increase.			
Foreign.		Free.			Letters and parcels.	Fees.	Per cent.	
Letters.	Parcels.						Letters and parcels.	Fees.
1,165	106	30,734	212,005	$18,127.10	1,807	*$109.70	.85	*.60
846	89	32,464	225,319	19,285.50	15,472	1,368.30	7.37	7.63
41,747	4,105	46,159	406,552	36,039.30	15,281	908.00	3.90	2.58
7,787	635	22,106	205,273	18,316.70	5,265	247.00	2.63	1.36
13,015	701	258,496	455,632	19,713.60	16,960	633.80	3.86	3.32
688	7	3,114	23,816	2,070.20	3,399	321.70	16.66	18.39
3,428	206	23,256	147,030	12,377.40	*10,100	*865.40	*6.42	*6.53
1,456	125	56,492	274,374	21,788.20	44,576	2,188.70	19.39	11.16
48,047	2,603	136,650	810,177	67,352.70	8,970	980.50	1.11	1.47
3,198	183	71,227	360,629	28,940.20	*6,275	*552.90	*1.71	*1.87
6,932	784	107,706	363,027	25,532.10	*4,223	*524.70	*1.14	*2.01
4,476	257	98,528	356,360	25,783.20	*42,521	*4,851.30	*10.66	*15.83
1,680	204	30,088	287,315	25,722.70	19,487	1,764.90	7.27	7.36
9,346	485	25,129	278,670	25,354.10	26,235	2,818.90	10.39	10.06
11,250	138	24,292	218,019	19,372.70	456	*70.10	.20	*.36
5,102	441	17,519	172,673	15,515.40	10,124	773.80	6.22	5.24
65,727	2,277	40,911	495,993	45,508.20	34,636	3,139.30	7.57	7.40
28,412	599	84,820	426,190	34,187.00	1,336	*236.60	.31	*.68
16,790	746	42,810	254,239	21,142.90	*6,455	*793.90	*2.47	*3.61
641	31	32,633	213,210	18,057.70	18,061	1,814.70	9.25	11.17
10,869	1,250	87,957	566,366	47,840.90	8,820	702.40	1.58	1.49
7,438	284	43,944	230,472	18,652.80	*6,482	*725.50	*2.73	*3.72
1,519	125	3,698	29,067	2,536.90	*1,276	*56.80	*4.25	*2.18
7,811	80	15,904	107,337	9,143.30	7,285	711.60	7.28	8.43
23,994	545	21,681	230,371	20,869.00	3,717	442.20	1.63	2.16
197,856	20,282	347,437	1,860,191	151,275.40	45,706	2,586.40	2.51	1.73
410	15	36,563	226,371	18,980.80	2,041	269.10	.90	1.43
18,447	1,111	113,349	668,570	55,522.10	26,228	2,335.60	4.08	4.39
6,445	831	17,183	142,744	12,556.10	12,141	1,181.90	9.29	10.39
63,456	3,506	113,622	1,030,721	91,709.90	35,945	2,444.20	3.61	3.07
8,697	281	5,735	73,442	6,770.70	7,209	653.40	10.88	10.68
834	58	19,484	135,203	11,571.90	*1,879	*282.30	*1.37	*2.38
1,641	87	30,021	246,317	21,629.60	*10,217	*1,013.00	*3.98	*4.47
14,071	2,589	86,833	415,166	32,833.30	30,189	2,214.90	7.84	7.23
4,261	118	13,759	88,908	7,514.90	3,467	258.10	4.05	3.55
1,600	168	29,930	298,271	26,834.10	15,160	1,428.20	5.35	5.62
773	66	18,277	170,178	15,190.10	*11,578	*1,338.90	*6.37	*8.10
12,537	604	57,567	305,487	24,792.00	*7,907	*481.60	*2.52	*1.90
85	12	106	2,779	267.30	927	86.20	50.05	47.59
1,309	70	4,440	45,142	4,070.20	1,885	162.40	4.35	4.15
7,095	202	28,823	186,842	15,751.90	*11,055	*1,057.00	*5.60	*6.28
2,409	387	219,928	375,628	5,570.00	7,780	368.00	2.90	7.07
1,162	75	6,010	68,247	6,223.70	7,855	694.70	13.00	12.56
492	38	3,500	54,392	5,089.20	10,031	942.90	22.61	22.74
6,438	379	8,834	106,090	9,725.60	8,142	636.70	8.31	7.00
1,155	162	8,243	56,669	4,842.60	2,251	160.50	4.13	3.42
2,247	225	6,908	62,212	5,530.40	145	*23.60	.23	*.42
11,166	478	12,446	152,536	14,009.00	44,640	4,126.60	41.37	41.75
910	82	3,725	40,144	3,641.90	1,036	45.80	2.64	1.27
688,800	48,826	2,551,041	14,061,866	1,151,082.50	384,697	25,928.10	2.81	2.30

* Decrease.

RECAPITULATION.

Total domestic letters	9,660,637	
Total domestic parcels	1,082,562	
		10,773,199
Total foreign letters	688,800	
Total foreign parcels	48,826	
		737,626
Free		2,551,041
Grand total		14,061,866
Fees received		$1,151,082.50

No. 14.—*Statement showing the operations of the registry system at the thirty cities of the country doing the largest registry business during the fiscal year ending June 30, 1889, and the increase in registry fees collected thereat over the previous year.*

Cities.	Letters registered—paid.	Parcels registered—paid.	Registered letters received for delivery.	Registered parcels received for delivery.	Registered letters and parcels received for distribution.	Registered packages received.	Registered packages received in transit.	Registered packages made up and dispatched.	Through registered pouches and inner sacks received.	Through registered pouches and inner sacks made up and dispatched.	Through registered pouches and inner sacks in transit.	Official letters and parcels registered	Total number of registered articles handled.	Total amount of registry fees collected.	Increase over 1888.	
															Fees.	Per cent.
New York, N. Y..	547,894	245,567	*1,336,381	.....	1,380,809	1,032,744	840,032	856,205	42,831	44,127	13,428	†239,429	6,579,447	$79,346.10	‡$1,150.00	†1.42
Chicago, Ill.....	197,439	85,801	618,794	36,426	60,982	568,083	1,045,084	250,472	45,930	44,457	6,414	9,537	2,969,419	28,324.00	140.20	.49
Washington, D. C	47,262	8,364	630,203	16,027	2,684	625,499	267,806	180,407	20,546	22,136	1,920	219,894	2,092,748	5,562.60	486.80	9.59
St. Louis, Mo.....	65,189	34,979	302,330	10,266	12,034	275,688	822,730	94,261	37,206	37,653	510	4,883	1,697,729	10,016.80	715.10	7.68
Boston, Mass	140,231	31,041	333,041	13,912	51,060	321,046	415,851	119,379	33,070	29,754	1,986	2,450	1,522,821	17,127.20	1,222.00	7.68
Philadelphia, Pa..	139,202	38,884	367,644	18,039	4,826	271,922	246,672	122,685	19,908	19,434	520	7,473	1,257,209	17,808.60	‡1,998.10	‡10.08
New Orleans, La..	95,335	11,064	489,151	5,523	18,155	364,189	103,636	96,593	8,677	8,252	1,199	1,857	1,203,631	10,639.90	1,383.90	14.95
Cincinnati, Ohio..	42,678	11,169	182,063	10,913	4,303	175,688	545,604	41,007	19,756	19,742	2,086	2,553	1,057,562	5,384.70	270.36	5.28
Kansas City, Mo..	30,594	6,112	107,064	3,128	793	102,389	548,773	45,888	21,643	20,770	4,308	1,683	893,145	3,670.60	66.50	1.84
San Francisco, Cal	84,986	32,841	*182,479	.....	45,022	124,942	113,548	81,677	6,021	5,410	.....	4,916	681,842	11,782.70	428.70	3.77
Pittsburgh, Pa....	29,811	2,955	105,567	2,800	8,587	92,395	366,560	33,746	11,870	11,834	950	1,158	668,233	3,276.60	154.60	4.95
St. Paul, Minn....	22,563	5,762	79,647	3,091	32,149	73,208	324,163	34,475	9,538	8,547	237	1,772	595,152	2,832.50	37.70	1.34
Baltimore, Md....	53,917	5,097	*117,091	.....	1,104	108,854	158,986	38,708	9,364	9,364	694	3,489	506,668	5,901.40	421.20	7.68
Cleveland, Ohio...	29,254	4,427	86,774	2,516	855	66,472	235,100	27,634	10,786	10,786	563	2,842	498,009	3,368.10	156.50	4.87
Atlanta, Ga.....	10,780	4,705	83,959	2,058	324	50,341	256,636	13,546	7,947	7,691	209	839	475,035	1,548.50	13.40	.87
Omaha, Nebr.....	18,603	2,185	52,290	3,325	906	46,815	285,696	15,428	9,855	9,025	11	873	445,012	2,078.80	9.70	.46
Detroit, Mich.....	24,787	7,633	*71,671	.....	37,202	106,959	140,082	37,349	4,746	3,767	689	1,199	436,084	3,242.00	390.80	13.70
Louisville, Ky	17,480	25,557	95,425	4,243	480	93,215	135,002	38,829	6,769	6,786	1,751	800	426,337	4,303.70	438.00	11.33
Buffalo, N. Y.....	31,643	4,533	71,045	11,830	93,180	83,762	41,678	44,941	6,261	6,261	40	1,447	396,621	3,617.60	521.60	16.84
Brooklyn, N. Y...	66,256	19,934	89,914	5,462	1,614	59,829	7,705	57,167	6,749	6,745	.....	5,797	327,172	8,619.00	733.70	9.30
Portland, Oregon.	18,306	4,896	49,271	6,104	863	44,532	162,743	18,711	4,846	4,791	102	2,300	317,465	2,320.20	520.70	28.93
Milwaukee, Wis..	24,001	3,127	93,160	3,985	104	79,783	79,191	18,609	2,772	2,316	.....	1,333	308,372	2,712.50	120.20	4.63
Albany, N. Y.....	14,603	1,913	35,332	1,763	127	30,276	180,428	12,645	10,187	10,187	4,198	860	302,539	1,651.60	156.50	10.46
Denver, Colo.....	29,196	7,460	50,210	11,121	1,457	40,111	118,079	32,639	5,019	4,964	15	372	300,643	3,665.60	497.80	15.71
Nashville, Tenn ..	9,522	1,008	66,418	2,400	279	60,570	128,952	8,654	4,224	4,224	254	188	286,693	1,053.00	‡12.40	‡1.16
Richmond, Va....	12,642	2,392	72,748	914	226	69,177	90,226	12,402	7,719	7,594	39	752	276,831	1,503.40	92.10	6.52
Toledo, Ohio.....	7,342	4,204	*46,227	.....	274	43,643	124,754	11,452	4,431	4,184	4,888	658	252,057	1,154.60	115.90	11.15
Indianapolis, Ind.	13,717	1,237	*66,038	.....	204	60,184	79,552	12,340	8,344	8,344	848	844	251,712	1,495.40	175.40	13.28
Memphis, Tenn...	15,313	1,524	56,582	3,450	1,095	44,800	89,640	15,707	3,598	3,598	2,190	837	238,334	1,683.70	‡327.90	‡16.30
Los Angeles, Cal..	18,606	6,007	21,403	6,137	1,214	23,922	94,322	18,601	3,475	3,436	.....	1,137	198,260	2,461.80	75.00	3.14
	1,859,152	622,378	6,010,002	185,433	1,762,912	5,177,038	8,099,231	2,392,148	394,008	386,179	50,049	524,172	27,462,782	248,153.00	5,855.90	2.41

*Includes third and fourth class parcels.

†Includes 206,893 postage stamp and 19,005 postal-note packages.

‡Decrease.

No. 15.—*Statement showing the number and value of registered letters and parcels forwarded during the fiscal year ending June 30, 1889, for the Post-Office and Treasury Departments.*

Description.	Number of packages.	Value.
Postage-stamps from the New York agency	206,893	$40,116,544.00
Stamped envelopes and newspaper wrappers from the Hartford agency	235,186	9,014,681.17
Postal-cards from the Castleton agency and the Chicago and St. Louis sub-agencies	86,416	3,869,445.00
Registered packages containing paid money-orders and postal-notes	.....	131,884,232.91
Surplus money-order funds remitted for deposit by registered mail	.....	85,333,222.35
Money-order funds remitted by draft in the registered mail	.....	*19,300,080.00
Total for the Post-Office Department	528,495	289,518,125.43
Secretary of the Treasury received	2,759	34,344,432.27
Secretary of the Treasury sent	754	410,548.08
Register of the Treasury received	2,402	64,175,250.68
Register of the Treasury sent	3,519	76,045,456.64
Commissioner of Internal Revenue received	5,139	13,568,507.42
Commissioner of Internal Revenue sent	42,405	147,107,245.01
Comptroller of the Currency received	752	10,781,614.00
Comptroller of the Currency sent (U. S. bonds, incomplete currency, and national-bank notes)	1,612	29,894,050.00
United States Treasurer received (bonds and coupons, gold and silver certificates, and currency, including legal-tender national-bank notes, fractional currency, and coins)	17,828	13,220,744.09
United States Treasurer sent	5,917	7,392,836.43
Sixth Auditor of the Treasury received	13,213	6,750.87
Assistant treasurers of the United States received	60,161	18,404,718.70
Assistant treasurers of the United States sent	3,797	208,231,348.27
Internal-revenue collectors sent	†19,200	†27,717,906.35
Total for the Treasury Department	179,458	651,301,418.81
Aggregate	707,953	940,819,544.24

* Partially and safely estimated. † Reports received from 50 out of 63 collection districts.

No. 16.—*Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the fiscal year ending June 30, 1889.*

Post-office.	Quarter ending Sept. 30, 1888.			Quarter ending Dec. 31, 1888.			Quarter ending Mar. 31, 1889.			Quarter ending June 30, 1889.			Total—12 months ending June 30, 1889.		
	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.
Abilene, Kans.	27	1	28	27	4	31	23	3	26	17	0	17	94	8	102
Adrian, Mich	64	4	68	70	4	74	57	10	67	71	3	74	282	21	303
Akron, Ohio	321	60	381	207	87	294	290	71	361	323	52	375	1,141	270	1,411
Albany, N. Y.	1,647	155	1,802	1,700	192	1,892	1,757	178	1,935	2,036	175	2,211	7,140	700	7,840
Alexandria, Va.	186	5	191	218	2	220	184	3	187	175	2	177	763	12	775
Allegheny, Pa.	1,813	968	2,781	1,950	1,105	3,055	1,955	1,046	3,001	2,144	1,084	3,228	7,862	4,203	12,065
Allentown, Pa	162	17	179	196	17	213	183	11	194	230	17	247	771	62	833
Alton, Ill				27	0	27	25	5	30	36	3	39	88	8	96
Altoona, Pa	221	79	300	221	72	293	239	92	331	199	65	264	880	308	1,188
Amsterdam, N. Y.	95	0	95	139	1	140	88	6	94	106	9	115	428	16	444
Annapolis, Md	43	0	43	84	1	85	82	1	83	66	1	67	275	3	278
Ann Arbor, Mich.	133	4	137	146	18	164	147	13	160	185	21	206	611	56	667
Ansonia, Conn.	69	2	71	47	2	49	56	1	57	57	5	62	229	10	239
Appleton, Wis	67	6	73	53	0	53	47	6	53	75	7	82	242	19	261
Asbury Park, N. J.	613	5	618	108	4	112	76	1	77	150	0	150	947	10	957
Ashland, Wis	64	0	64	77	1	78	52	3	55	83	1	84	276	5	281
Atchison, Kans.	132	8	140	136	8	144	131	4	135	154	9	163	553	29	582
Atlanta, Ga	1,523	85	1,608	1,820	93	1,913	1,581	111	1,692	1,532	82	1,614	6,456	371	6,827
Atlantic City, N. J	914	16	930	180	4	184	253	7	260	491	5	496	1,838	32	1,870
Auburn, Me.	89	3	92	80	8	88	94	3	97	103	7	110	366	21	387
Auburn, N. Y	264	13	277	270	14	284	225	25	250	256	19	275	1,015	71	1,086
Augusta, Ga	308	14	322	481	22	503	355	13	368	318	18	336	1,462	67	1,529
Augusta, Me	127	29	156	121	24	145	154	42	196	127	22	149	529	117	646
Aurora, Ill	114	23	137	118	23	141	123	23	146	142	16	158	497	85	582
Austin, Tex	187	42	229	239	35	274	245	37	282	261	31	292	932	145	1,077
Baltimore, Md.	5,864	1,436	7,300	6,457	1,688	8,145	6,211	1,801	8,012	6,543	1,841	8,384	25,075	6,766	31,841
Bangor, Me	410	119	529	383	195	578	341	200	541	400	157	557	1,534	671	2,205
Batavia, N. Y.							71	7	78	71	8	79	142	15	157
Bath, Me.	121	5	126	104	8	112	69	5	74	85	8	93	379	26	405
Battle Creek, Mich.	87	12	99	74	13	87	101	7	108	102	12	114	364	44	408
Bay City, Mich.	203	7	210	207	13	220	199	16	215	223	11	234	832	47	8 9
Bayonne, N. J.							59	1	60	87	3	90	146	4	150

Beatrice, Nebr	34	1	35	50	1	51	38	2	40	42	1	43	164	5	169
Beaver Falls, Pa	124	6	130	109	0	109	115	4	119	124	1	125	472	11	483
Belleville, Ill	40	37	77	48	20	68	41	6	47	44	12	56	178	75	248
Bethlehem, Pa	96	3	99	115	5	120	121	2	123	123	4	127	455	14	469
Beverly, Mass				133	2	135	143	4	147	157	4	161	433	10	443
Binghamton, N. Y	395	37	432	400	41	441	352	43	395	372	47	419	1,519	168	1,687
Birmingham, Ala	310	1	311	389	3	392	568	16	584	465	9	474	1,732	29	1,761
Birmingham, Conn	77	2	79	85	4	89	66	2	68	103	2	105	331	10	341
Bloomington, Ill	209	57	266	180	64	244	197	71	268	205	44	249	791	236	1,027
Boston, Mass	21,817	3,813	25,130	25,894	5,948	31,842	26,277	6,039	32,316	28,447	5,739	34,186	102,435	21,039	123,474
Bradford, Pa	116	19	135	130	36	166	129	23	152	126	18	144	501	96	597
Brattleborough, Vt	82	15	97	98	10	108	79	7	86	67	6	73	326	38	364
Bridgeport, Conn	661	87	748	737	90	827	695	103	798	805	117	922	2,898	397	3,295
Bridgeton, N. J	56	7	63	63	0	63	48	2	50	56	1	57	223	10	233
Brockton, Mass	286	37	323	317	40	357	279	39	318	304	31	335	1,186	147	1,333
Brooklyn, N. Y	6,398	1,128	7,526	7,759	1,842	9,601	8,175	1,949	10,124	8,457	1,906	10,363	30,769	6,825	37,614
Buffalo, N. Y	2,950	1,115	4,065	2,879	1,074	3,953	2,702	1,068	3,770	2,914	989	3,903	11,445	4,246	15,691
Burlington, Iowa	216	132	348	193	141	334	161	156	317	226	136	362	796	565	1,361
Burlington, Vt	133	18	151	136	5	141	97	9	106	117	9	126	483	41	524
Cairo, Ill	71	0	71	48	0	48	56	0	56	71	3	74	246	3	249
Camden, N. J	444	36	480	469	50	519	482	32	514	571	46	617	1,966	164	2,130
Canton, Ohio	352	60	412	364	30	394	340	40	380	434	56	490	1,490	186	1,676
Carlisle, Pa	85	1	86	89	1	90	89	1	90	106	4	110	369	7	376
Carthage, Mo	31	0	31	24	0	24	37	0	37	40	0	40	132	0	132
Cedar Rapids, Iowa	179	37	216	180	63	243	115	46	161	146	79	225	620	225	845
Chambersburgh, Pa	85	3	88	92	6	98	99	5	104	97	3	100	373	17	390
Champaign, Ill	43	3	46	51	5	56	36	10	46	65	5	70	195	23	218
Charleston, S. C	406	26	432	547	37	584	504	36	540	441	12	453	1,898	111	2,009
Charleston, W. Va	45	0	45	46	0	46	69	1	70	67	0	67	227	1	228
Charlotte, N. C	50	0	50	121	1	122	74	0	74	81	0	81	326	1	327
Chattanooga, Tenn	521	26	547	539	51	590	446	58	504	553	24	577	2,059	159	2,218
Chester, Pa	142	9	151	162	12	174	137	16	153	158	10	168	599	47	646
Cheyenne, Wyo	52	5	57	75	4	79	56	7	63	54	4	58	237	20	257
Chicago, Ill	13,167	2,207	15,374	14,021	2,841	16,862	12,209	2,977	15,186	13,194	3,089	16,283	52,591	11,114	63,705
Chillicothe, Ohio	106	4	110	118	7	125	82	5	87	83	3	86	389	19	408
Chippewa Falls, Wis							40	1	41	42	1	43	82	2	84
Cincinnati, Ohio	4,796	2,268	7,064	5,641	2,737	8,378	5,050	2,419	7,469	5,743	2,634	8,377	21,230	10,058	31,288
Cleveland, Ohio	3,177	1,564	4,741	3,183	1,920	5,103	3,031	2,147	5,178	3,536	2,094	5,630	12,927	7,725	20,652
Clinton, Iowa	46	9	55	45	5	50	45	4	49	47	4	51	183	22	205
Cohoes, N. Y	79	0	79	49	1	50	47	0	47	73	1	74	248	2	250
Colorado Springs, Colo	88	3	91	182	5	187	158	9	167	181	1	182	609	18	627
Columbia, S. C	86	0	86	217	0	217	151	0	151	154	0	154	608	0	608
Columbus, Ga	182	2	184	227	6	233	185	2	187	197	6	203	791	16	807
Columbus, Ind				47	8	55	41	17	58	44	3	47	132	28	160
Columbus, Ohio	2,027	407	2,434	1,769	216	1,985	1,679	302	1,981	2,002	227	2,229	7,477	1,152	8,629
Concord, N. H	295	31	326	357	62	419	246	31	277	387	32	419	1,285	156	1,441
Corning, N. Y	61	5	66	36	6	42	68	10	78	69	5	74	234	26	260
Corsicana, Tex				31	0	31	29	0	29	24	1	25	84	1	85
Cortland, N. Y	76	3	79	78	7	85	73	8	81	83	4	87	310	22	332
Council Bluffs, Iowa	215	32	247	225	67	292	199	26	225	179	44	223	818	169	987
Covington, Ky	341	49	390	371	51	422	298	41	339	331	34	365	1,341	175	1,516
Crawfordsville, Ind							60	1	61	80	6	86	140	7	147

No. 16.—*Statement showing the operations of the special-delivery system at all the free-delivery post-offices, etc.*—Continued.

Post-office.	Quarter ending Sept. 30, 1888.			Quarter ending Dec. 31, 1888.			Quarter ending Mar. 31, 1889.			Quarter ending June 30, 1889.			Total—12 months ending June 30, 1889.		
	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.
Cumberland, Md	119	18	137	105	5	110	105	5	110	118	8	126	447	36	483
Dallas, Tex	358	19	377	483	21	504	380	22	402	386	16	402	1,607	78	1,685
Danbury, Conn	122	6	128	138	16	154	128	25	153	184	5	189	572	52	624
Danville, Ill	106	6	112	86	12	98	99	23	122	100	5	105	391	46	437
Danville, Va	105	1	106	141	2	143	91	1	92	125	1	126	462	5	467
Davenport, Iowa	190	59	249	185	65	250	152	94	246	133	84	217	660	302	962
Dayton, Ohio	713	121	834	809	102	911	669	80	749	741	86	827	2,932	389	3,321
Decatur, Ill	156	21	177	155	16	171	145	19	164	193	34	227	649	90	739
Delaware, Ohio	67	5	72	70	7	77	89	5	94	94	6	100	320	23	343
Dennison, Tex	28	2	30	54	2	56	34	0	34	36	4	40	152	8	160
Denver, Colo	3,133	777	3,910	2,933	885	3,818	2,753	979	3,732	3,253	985	4,238	12,072	3,626	15,698
Des Moines, Iowa	516	71	587	524	82	606	408	65	473	591	55	556	1,949	273	2,222
Detroit, Mich	2,553	1,139	3,692	2,829	1,330	4,159	2,466	1,564	4,030	2,821	1,412	4,233	10,669	5,445	16,114
Dover, N. H	133	4	137	126	9	135	113	12	125	143	11	154	515	36	551
Dubuque, Iowa	226	15	241	244	21	265	232	28	260	251	23	274	953	87	1,040
Duluth, Minn	184	37	221	183	59	242	152	60	212	173	54	227	692	210	902
Dunkirk, N. Y	68	1	69	76	1	77	61	5	66	55	4	59	260	11	271
Easton, Pa	214	37	251	256	60	316	261	46	307	279	44	323	1,010	187	1,197
East Orange, N. J	219	12	231	220	14	234	221	7	228	271	5	276	931	38	969
East Saginaw, Mich	229	31	260	267	42	309	278	47	325	314	54	368	1,088	174	1,262
Eau Claire, Wis	211	25	236	206	23	229	148	26	174	184	8	192	749	82	831
Elgin, Ill	110	22	132	106	20	126	98	20	118	103	9	112	417	71	488
Elizabeth, N. J	335	35	370	411	48	459	408	54	462	410	44	454	1,564	181	1,745
Elkhart, Ind	43	3	46	76	11	87	70	7	77	130	7	137	319	28	347
Elmira, N. Y	492	41	533	523	56	579	497	72	569	365	52	417	1,877	221	2,098
El Paso, Tex	25	0	25	36	0	36	62	2	64	54	0	54	177	2	179
Elyria, Ohio							35	4	39	71	2	73	106	6	112
Emporia, Kan	75	5	80	84	8	92	67	12	79	81	3	84	307	28	335
Englewood, Ill	135	1	136	191	4	195	167	9	176	184	3	187	677	17	694
Erie, Pa	353	45	398	311	31	342	371	51	422	428	47	475	1,463	174	1,637
Evanston, Ill	92	2	94	91	4	95	90	7	97	107	14	121	380	27	407
Evansville, Ind	454	32	486	406	35	441	384	55	439	379	33	412	1,623	155	1,778

Fall River, Mass	483	40	523	492	61	553	517	75	592	525	48	573	2,017	224	2,241
Fargo, Dak	93	3	96	78	9	87	82	4	86	96	11	107	349	27	376
Findlay, Ohio				76	2	78	104	0	104	118	6	124	298	8	306
Fitchburgh, Mass	254	12	266	281	11	292	244	12	256	244	12	256	1,023	47	1,070
Flint, Mich	67	5	72	90	7	97	70	15	85	86	7	93	313	34	347
Fond-du-Lac, Wis	98	2	100	80	4	84	67	1	68	64	0	64	309	7	316
Fort Scott, Kans	66	1	67	63	2	65	73	1	74	85	2	87	287	6	293
Fort Smith, Ark	67	0	67	115	3	118	99	3	102	101	0	101	382	6	388
Fort Wayne, Ind	632	152	784	519	170	689	472	166	638	567	153	720	2,190	641	2,831
Fort Worth, Tex	159	14	173	242	30	272	183	53	236	217	64	281	801	161	962
Frankfort, Ky	112	1	113	105	4	109	109	0	109	104	0	104	430	5	435
Frederick, Md	89	1	90	81	0	81	91	0	91	78	0	78	339	1	340
Freeport, Ill	98	8	106	80	8	88	80	6	86	74	3	77	332	25	357
Fremont, Nebr	37	0	37	55	0	55	39	7	46	60	0	60	191	7	198
Fremont, Ohio							78	16	94	65	13	78	143	29	172
Galesburgh, Ill	110	4	114	141	7	148	115	10	125	169	12	181	535	33	568
Galveston, Tex	234	71	305	315	69	384	312	92	404	310	94	404	1,171	326	1,497
Glens Falls, N. Y	72	5	77	69	1	70	61	7	68	59	2	61	261	15	276
Gloucester, Mass	196	7	203	105	3	108	107	3	110	123	2	125	531	15	546
Gloversville, N. Y	62	1	63	80	1	81	55	2	57	61	2	63	258	6	264
Goshen, Ind							45	30	75	49	12	61	94	42	136
Grand Island, Nebr	50	0	50	64	0	64	51	0	51	42	0	42	207	0	207
Grand Rapids, Mich	772	94	866	756	102	858	796	102	898	818	92	910	3,142	390	3,532
Greenville, S. C							41	1	42	50	0	50	91	1	92
Hagerstown, Md	133	1	134	112	6	118	102	2	104	103	1	104	450	10	460
Hamilton, Ohio	132	13	145	159	6	165	134	9	143	149	11	160	574	39	613
Hannibal, Mo	97	12	109	119	6	125	96	7	103	96	5	101	408	30	438
Harrisburg, Pa	566	94	660	633	82	715	688	115	803	720	86	806	2,607	377	2,984
Hartford, Conn	1,350	194	1,544	1,526	299	1,825	1,429	335	1,764	1,253	616	1,869	5,558	1,444	7,002
Hastings, Nebr	52	0	52	63	3	66	72	1	73	60	1	61	247	5	252
Haverhill, Mass	386	53	439	481	77	558	403	67	470	426	62	488	1,606	259	1,955
Helena, Mont	79	2	81	125	0	125	137	4	141	138	2	140	479	8	487
Hoboken, N. J	270	25	295	313	6	319	280	8	288	400	25	425	1,263	64	1,327
Holyoke, Mass	265	78	343	332	81	413	263	95	358	366	64	430	1,226	318	1,544
Hornellsville, N. Y	73	3	76	79	7	86	85	5	90	66	4	70	303	19	322
Hot Springs, Ark	59	1	60	117	2	119	122	5	127	146	13	159	444	21	465
Houston, Tex	335	20	355	377	25	402	276	35	311	333	19	352	1,321	99	1,420
Hudson, N. Y	65	5	70	65	1	66	93	2	95	112	0	112	335	8	343
Huntingdon, Pa	32	1	33	49	1	50	44	1	45	51	0	51	176	3	179
Huron, Dak	34	1	35	24	3	27	28	2	30	37	3	40	123	9	132
Hutchinson, Kans	50	5	55	60	6	66	55	1	56	52	2	54	217	14	231
Hyde Park, Mass				188	7	195	131	12	143	159	3	162	478	22	500
Indianapolis, Ind	2,524	1,200	3,724	2,800	1,246	4,046	2,200	1,655	3,855	2,800	1,473	4,273	10,324	5,574	15,898
Iowa City, Iowa	31	2	33	51	2	53	51	4	55	41	3	44	174	11	185
Ithaca, N. Y	135	18	153	157	40	197	144	65	209	163	61	224	599	184	783
Jackson, Mich	208	34	242	273	13	286	173	17	190	175	20	195	829	84	913
Jackson, Miss	39	1	40	59	0	59	89	4	93	83	5	88	270	10	280
Jacksonville, Fla	276	4	280	156	3	159	405	19	424	427	7	434	1,264	33	1,297
Jacksonville, Ill	60	3	63	67	8	75	66	6	72	73	8	81	266	25	291
Jamestown, N. Y	156	14	170	139	10	149	150	12	162	137	14	151	582	50	632
Janesville, Wis	90	0	90	62	0	62	67	2	69	69	0	69	288	2	290
Jersey City, N. J	1,120	115	1,235	1,326	164	1,490	1,193	107	1,300	1,340	108	1,448	4,979	494	5,473

No. 16.—*Statement showing the operations of the special-delivery system at all the free-delivery post-offices, etc.*—Continued.

Post-office.	Quarter ending Sept. 30, 1888.			Quarter ending Dec. 31, 1888.			Quarter ending Mar. 31, 1889.			Quarter ending June 30, 1889.			Total—12 months ending June 30, 1889.		
	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.
Johnstown, Pa	156	3	159	157	13	170	141	17	158	95	0	95	549	33	582
Joliet, Ill	85	10	95	85	14	99	79	24	103	119	13	132	368	61	429
Kalamazoo, Mich	196	30	226	180	13	193	175	16	191	195	19	214	746	78	824
Kansas City, Kans	114	1	115	111	16	127	85	24	109	105	25	130	415	66	481
Kansas City, Mo	1,826	593	2,419	1,818	912	2,730	2,119	256	2,375	2,205	248	2,453	7,968	2,009	9,977
Keene, N. H	90	4	94	107	7	114	82	8	90	116	5	121	395	24	419
Keokuk, Iowa	92	5	97	121	9	130	104	7	111	77	9	86	394	30	424
Knoxville, Tenn	395	12	407	374	1	375	278	66	344	353	24	377	1,400	103	1,503
La Crosse, Wis	240	52	292	172	56	228	185	30	215	204	28	232	801	166	967
La Fayette, Ind	272	44	316	289	63	352	246	67	313	288	96	384	1,095	270	1,365
Lancaster, Pa	424	28	452	476	23	499	464	25	489	474	29	503	1,838	105	1,943
Lansing, Mich	136	8	144	175	7	182	169	7	176	261	9	270	741	31	772
Lawrence, Kans	109	4	113	120	12	132	98	11	109	36	8	44	363	35	398
Lawrence, Mass	513	71	584	576	131	707	611	115	726	554	117	671	2,254	434	2,688
Leadville, Colo	248	58	306	260	48	308	173	81	254	180	50	230	861	237	1,098
Leavenworth, Kans	177	9	186	196	14	210	122	6	128	152	9	161	647	38	685
Lebanon, Pa	88	14	102	79	9	88	119	9	128	97	5	102	383	37	420
Lewiston, Me	200	14	214	172	14	186	142	17	159	171	7	178	685	52	737
Lexington, Ky	376	20	396	415	24	439	377	22	399	467	19	486	1,635	85	1,720
Lima, Ohio	129	41	170	113	45	158	126	41	167	163	28	191	531	155	686
Lincoln, Nebr	530	10	540	466	13	479	517	10	527	490	13	503	2,003	46	2,049
Little Falls, N. Y	66	8	74	66	0	66	51	2	53	53	1	54	236	11	247
Little Rock, Ark	351	30	381	355	43	398	395	47	442	332	47	379	1,433	167	1,600
Lockport, N. Y	187	12	199	150	22	172	133	18	151	143	20	163	613	72	685
Logansport, Ind	140	25	165	219	50	269	161	16	177	190	31	221	710	122	832
Long Island City, N. Y	93	1	94	94	0	94	101	0	101	113	1	114	401	2	403
Los Angeles, Cal	554	152	706	859	91	950	691	175	866	708	150	858	2,812	568	3,380
Louisville, Ky	2,113	542	2,655	2,278	747	3,025	2,223	651	2,874	2,529	632	3,161	9,143	2,572	11,715
Lowell, Mass	1,065	240	1,305	1,097	303	1,400	1,040	299	1,339	1,101	242	1,343	4,303	1,084	5,387
Lynchburgh, Va	380	12	308	323	17	340	300	12	312	302	13	315	1,311	54	1,365
Lynn, Mass	1,114	198	1,312	1,097	167	1,264	1,074	243	1,317	1,266	218	1,484	4,551	826	5,377
McKeesport, Pa	133	15	148	133	12	145	148	16	164	211	16	227	625	59	684

Macon, Ga	461	55	516	660	105	705	559	73	632	672	41	713	2,292	274	2,566
Madison, Wis	172	19	191	194	15	209	214	32	246	200	40	240	780	106	886
Malden, Mass	348	8	356	383	11	394	406	30	436	434	30	464	1,571	79	1,650
Manchester, N. H	532	26	558	506	72	578	550	43	593	635	52	687	2,223	193	2,416
Manistee, Mich	17	1	18	10	0	10	8	0	8	21	0	21	56	1	57
Mankato, Minn	87	6	93	89	12	101	54	6	60	66	5	71	296	29	325
Mansfield, Ohio	403	7	410	322	6	328	400	16	422	772	8	780	1,903	37	1,940
Marietta, Ohio	62	2	64	59	4	63	64	1	65	57	0	57	242	7	249
Marlborough, Mass	98	2	100	90	4	94	103	3	106	106	3	109	399	12	411
Marquette, Mich	45	0	45	19	1	20	24	0	24	41	0	41	129	1	130
Marshalltown, Iowa	63	4	67	68	4	72	44	3	47	52	3	55	227	14	241
Massillon, Ohio	106	3	109	88	13	101	100	10	110	84	5	89	378	31	409
Meadville, Pa	138	36	174	132	30	162	140	89	229	169	71	240	579	226	805
Memphis, Tenn	761	118	879	1,051	152	1,203	923	189	1,112	863	114	977	3,588	573	4,171
Meriden, Conn	210	13	223	232	21	253	216	22	238	245	14	259	903	70	973
Meridian, Miss	32	2	34	48	0	48	29	1	30	41	0	41	150	3	153
Middletown, Conn	145	5	150	144	7	151	167	15	182	206	11	217	662	38	700
Middletown, N. Y	102	12	114	84	27	111	82	8	90	106	8	114	374	55	429
Middletown, Ohio	35	0	35	34	0	34	43	1	44	39	1	40	151	2	153
Milwaukee, Wis	2,360	795	3,155	2,287	849	3,136	2,072	849	2,921	2,202	664	2,866	8,921	3,157	12,078
Minneapolis, Minn	2,611	1,093	3,704	2,587	1,129	3,716	2,456	1,009	3,465	2,657	1,118	3,775	10,311	4,349	14,660
Mobile, Ala	178	81	259	241	88	329	263	153	416	297	79	376	979	401	1,380
Moline, Ill	33	1	34	32	0	32	28	0	28	22	0	22	115	1	116
Monmouth, Ill				35	6	41	60	15	75	49	5	54	144	26	170
Montgomery, Ala	292	4	296	360	9	369	445	2	447	299	5	304	1,396	20	1,416
Montpelier, Vt	38	2	40	69	3	72	29	1	30	43	6	49	179	12	191
Morristown, N. J				163	12	175	175	10	185	194	16	210	532	38	570
Muncie, Ind							59	5	64	70	0	70	129	5	134
Muscatine, Iowa	43	1	44	30	5	35	27	2	29	39	3	42	139	11	150
Muskegon, Mich	66	4	70	76	10	86	89	1	90	96	4	100	327	19	346
Nashua, N. H	179	7	186	225	7	232	199	10	209	239	5	244	842	29	871
Nashville, Tenn	1,131	57	1,188	1,259	100	1,359	1,280	89	1,369	1,242	92	1,334	4,912	338	5,250
Natchez, Miss	84	0	84	66	0	66	70	1	71	81	0	81	301	1	302
Nebraska City, Nebr							34	6	40	38	3	41	72	9	81
New Albany, Ind	145	12	157	139	6	145	81	10	91	110	6	116	475	34	509
Newark, N. J	2,017	471	2,488	2,217	607	2,824	2,268	663	2,931	2,378	646	3,024	8,880	2,387	11,267
Newark, Ohio	95	2	97	103	2	107	63	3	66	121	2	123	384	9	393
New Bedford, Mass	626	54	680	621	51	672	579	48	627	578	49	627	2,404	202	2,606
New Britain, Conn	158	5	163	197	7	204	136	12	148	164	7	171	655	31	686
New Brunswick, N. J	247	13	260	228	16	244	182	31	213	247	23	270	864	83	947
Newburgh, N. Y	222	9	231	199	7	206	183	5	188	205	11	216	809	32	841
Newburyport, Mass	204	2	206	226	3	229	204	11	215	260	10	270	894	26	920
Newcastle, Pa	125	20	145	118	9	127	148	22	170	129	25	154	520	76	596
New Haven, Conn	1,308	285	1,593	1,648	375	2,023	1,501	417	1,918	1,675	410	2,085	6,132	1,487	7,619
New London, Conn							139	26	165	165	28	193	304	54	358
New Orleans, La	3,061	2,019	5,080	4,036	2,881	6,917	4,256	3,618	7,874	4,036	3,252	7,288	15,389	11,770	27,159
Newport, Ky	125	8	133	142	13	155	138	12	150	134	17	151	539	50	589
Newport, R. I	793	101	894	461	42	503	367	32	399	608	31	639	2,229	206	2,435
Newton, Kans	52	0	52	60	1	61	59	1	60	46	1	47	217	3	220
Newton, Mass				204	19	223	217	23	240	223	21	244	644	63	707
New York, N. Y	25,921	13,491	39,412	34,132	18,358	52,490	33,331	19,888	53,219	35,900	19,606	55,506	129,284	71,343	200,627
Norfolk, Va	362	39	401	498	75	573	448	84	532	468	58	526	1,771	261	2,032

No. 16.—*Statement showing the operations of the special-delivery system at all the free-delivery post-office, etc.*—Continued.

Post-office.	Quarter ending Sept. 30, 1888.			Quarter ending Dec. 31, 1888.			Quarter ending Mar. 31, 1889.			Quarter ending June 30, 1889.			Total—12 months ending June 30, 1889.		
	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.
Norristown, Pa	96	12	108	111	12	123	120	6	126	137	4	141	464	34	498
North Adams, Mass	94	5	99	124	13	137	91	4	95	117	5	122	426	27	453
Northampton, Mass	197	16	213	245	26	271	261	29	290	276	24	300	979	95	1,074
Norwalk, Conn							97	2	99	86	3	89	183	5	188
Norwalk, Ohio	54	2	56	60	2	62	48	2	50	73	0	73	235	6	241
Norwich, Conn	228	70	298	227	96	323	253	65	318	228	80	308	936	311	1,247
Oakland, Cal	1,670	456	2,126	1,646	615	2,261	1,615	615	2,230	1,759	578	2,337	6,690	2,264	8,954
Ogdensburgh, N. Y	64	1	65	44	0	44	31	0	31	58	0	58	197	1	198
Olean, N. Y				61	2	63	52	0	52	78	0	78	191	2	193
Omaha, Nebr	1,421	88	1,509	1,435	124	1,559	1,026	100	1,726	1,639	138	1,777	6,121	450	6,571
Oneida, N. Y				40	3	43	46	2	48	33	0	33	119	5	124
Oneonta, N. Y	41	3	44	32	2	34	24	6	30	55	1	56	152	12	164
Orange, N. J	148	16	164	198	3	201	210	6	216	247	5	252	803	30	833
Oshkosh, Wis	169	91	260	180	96	276	201	126	327	181	85	266	731	398	1,129
Oskaloosa, Iowa	37	2	39	41	3	44	42	2	44	42	3	45	162	10	172
Oswego, N. Y	152	7	159	195	6	201	166	1	167	171	4	175	684	18	702
Ottawa, Ill	46	13	59	41	10	51	50	11	61	46	11	51	177	45	222
Ottawa, Kans	51	0	51	46	0	46	44	0	44	69	0	69	210	0	210
Ottumwa, Iowa	116	55	171	104	33	137	94	29	123	95	33	128	409	150	559
Owego, N. Y	41	0	41	38	2	40	39	2	41	27	3	30	145	7	152
Paducah, Ky	99	0	99	105	0	105	93	4	97	94	0	94	391	4	395
Paris, Tex				36	0	36	23	0	23	17	0	17	76	0	76
Parkersburgh, W. Va	104	13	117	123	11	134	135	15	150	119	16	135	481	55	536
Passaic, N. J							66	1	67	67	0	67	133	1	134
Paterson, N. J	424	30	454	486	43	529	504	55	559	486	71	557	1,900	199	2,099
Pawtucket, R. I	196	10	206	181	17	198	225	11	236	221	13	234	823	51	874
Pekin, Ill	39	6	45	23	11	34	31	15	46	31	8	39	124	40	164
Pensacola, Fla	26	1	27	36	1	37	43	5	48	58	1	59	163	8	171
Peoria, Ill	616	132	748	531	171	702	470	190	660	569	117	686	2,186	610	2,796
Petersburgh, Va	197	6	203	276	13	289	215	8	223	226	15	241	914	42	956
Philadelphia, Pa	12,113	5,037	17,150	14,749	6,662	21,411	16,112	6,008	22,120	16,298	7,347	23,645	59,272	25,054	84,326
Pine Bluff, Ark							96	10	106	77	5	82	175	15	190

Piqua, Ohio	58	2	60	66	4	64	60	2	62	62	0	62	240	8	248
Pittsburgh, Pa	4,945	6,041	10,986	5,449	6,900	12,349	5,346	7,035	12,381	5,660	6,719	12,379	21,340	26,695	48,035
Pittsfield, Mass	187	9	196	200	19	219	167	17	184	156	15	171	710	60	770
Pittston, Pa				59	0	59	68	7	70	56	3	59	178	10	188
Plainfield, N. J				260	8	268	260	9	269	280	9	289	800	26	826
Plattsburgh, N. Y							26	3	29	26	1	27	52	4	56
Port Huron, Mich	94	11	105	100	8	108	69	7	76	72	2	74	335	28	363
Port Jervis, N. Y							27	13	40	45	1	46	72	14	86
Portland, Me	1,164	368	1,532	996	308	1,304	1,016	323	1,339	1,147	317	1,464	4,323	1,316	5,639
Portland, Oregon	1,425	141	1,566	1,326	217	1,543	1,051	138	1,189	1,305	136	1,441	5,107	632	5,739
Portsmouth, N. H	231	9	240	193	7	200	147	4	151	183	11	193	753	31	784
Portsmouth, Ohio	73	2	75	83	1	84	54	1	55	81	2	83	291	6	297
Portsmouth, Va	60	0	60	69	3	72	68	1	69	76	2	78	273	6	279
Pottsville, Pa	145	22	167	223	19	242	141	20	161	182	31	163	641	92	733
Poughkeepsie, N. Y	397	18	415	341	30	371	379	31	410	438	29	467	1,555	108	1,663
Providence, R. I	2,208	473	2,681	2,428	506	2,934	2,319	539	2,858	2,571	641	3,212	9,526	2,159	11,685
Pueblo, Colo	82	1	83	147	3	150	181	9	190	186	3	189	596	16	612
Quincy, Ill	342	70	412	346	115	461	213	114	327	290	106	396	1,191	405	1,596
Racine, Wis	130	21	151	151	18	169	140	10	150	131	23	154	552	72	624
Raleigh, N. C	178	3	181	201	8	209	180	4	184	168	2	170	727	17	774
Reading, Pa	442	92	534	428	115	543	440	145	585	478	81	559	1,788	433	2,221
Red Wing, Minn							20	4	24	25	2	27	45	6	51
Richmond, Ind	226	12	238	212	15	227	226	15	241	239	31	270	903	73	976
Richmond, Va	1,343	118	1,461	1,599	214	1,813	1,293	148	1,441	1,484	123	1,606	5,719	602	6,321
Roanoke, Va							71	5	76	83	2	85	154	7	161
Rochester, N. Y	1,882	1,639	3,521	1,964	1,617	3,581	1,774	1,814	3,588	2,074	1,430	3,504	7,694	6,500	14,194
Rockford, Ill	193	43	236	145	42	187	165	46	211	180	40	220	683	171	854
Rock Island, Ill	69	2	71	85	3	88	95	7	102	80	2	82	329	14	343
Rockland, Me							72	4	76	79	7	86	151	11	162
Rome, Ga	82	0	82	88	0	88	93	0	93	117	0	117	380	0	380
Rome, N. Y	62	1	63	78	3	81	71	2	73	74	0	74	285	6	291
Rutland, Vt	155	5	160	106	4	110	139	6	145	142	2	144	542	17	559
Sacramento, Cal	845	91	936	885	179	1,064	1,004	139	1,143	834	104	938	3,568	513	4,081
Saginaw, Mich	82	4	86	65	6	71	64	7	71	75	4	79	286	21	307
St. Albans, Vt							42	3	45	41	0	41	83	3	86
St. Joseph, Mo	846	67	913	800	97	897	765	100	865	838	76	904	3,239	340	3,579
St. Louis, Mo	4,289	1,451	5,740	4,934	1,385	6,319	4,258	1,169	5,427	4,550	1,016	5,566	18,031	5,021	23,052
St. Paul, Minn	2,137	851	2,988	2,364	1,053	3,417	2,154	1,025	3,179	2,209	933	3,142	8,864	3,862	12,726
Salem, Mass	601	145	746	563	180	743	594	202	796	632	154	786	2,390	681	3,071
Salem, Ohio	86	1	87	77	4	81	59	2	61	68	0	68	290	7	297
Salem, Oregon	93	2	95	82	16	98	96	20	116	79	10	89	350	48	398
Salina, Kans	35	0	35	40	1	41	38	1	39	44	7	51	157	9	166
Salt Lake City, Utah	394	103	497	338	105	443	381	47	428	287	134	421	1,400	389	1,789
San Antonio, Tex	618	26	644	853	48	901	751	81	832	640	34	674	2,852	189	3,041
San Diego, Cal	198	2	200	197	0	197	179	0	179	153	0	153	727	2	729
Sandusky, Ohio	149	2	151	172	2	174	114	5	119	146	3	149	581	12	593
San Francisco, Cal	7,404	4,426	11,830	7,287	5,039	12,326	6,544	4,966	11,510	6,329	5,673	12,002	27,564	20,104	47,668
San José, Cal	382	47	429	369	29	398	350	42	392	377	44	421	1,478	162	1,640
Saratoga Springs, N. Y	784	11	795	213	12	225	155	6	161	241	5	246	1,343	34	1,377
Savannah, Ga	386	112	498	542	130	672	532	238	770	533	146	679	1,993	626	2,619
Schenectady, N. Y	85	2	87	82	2	84	97	3	100	113	0	113	377	7	384
Scranton, Pa	435	98	533	385	96	481	399	140	539	382	79	461	1,601	413	2,014

No. 16.—*Statement showing the operations of the special-delivery system at all the free-delivery post-offices, etc.*—Continued.

Post-office.	Quarter ending Sept. 30, 1888.			Quarter ending Dec. 31, 1888.			Quarter ending Mar. 31, 1889.			Quarter ending June 30, 1889.			Total—12 months ending June 30, 1889.		
	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.
Seattle, Wash	147	16	163	225	10	235	258	16	274	237	13	250	867	55	922
Sedalia, Mo	137	13	150	131	10	141	120	20	140	132	12	144	520	55	575
Selma, Ala	72	0	72	58	3	61	120	6	126	76	9	76	326	9	335
Seneca Falls, N. Y				48	3	51	39	2	41	37	1	38	124	6	130
Sheboygan, Wis	42	0	42	52	3	55	38	1	39	58	1	59	190	5	195
Sherman, Tex	37	0	37	31	2	33	39	1	40	35	0	35	142	3	145
Shreveport, La	82	0	82	42	0	42	56	4	60	47	1	48	227	5	232
Sioux City, Iowa	210	4	214	236	8	244	163	9	172	247	10	257	856	31	887
Sioux Falls, Dak	78	2	80	62	2	64	85	4	89	76	1	77	301	9	310
South Bend, Ind	135	8	143	146	7	153	140	12	152	147	18	165	568	45	613
Spokane Falls, Wash							128	0	128	132	3	135	260	3	263
Springfield, Ill	266	66	332	268	70	338	272	110	382	272	62	334	1,078	308	1,386
Springfield, Mass	1,193	291	1,484	1,312	317	1,629	1,246	377	1,623	1,434	356	1,790	5,185	1,341	6,526
Springfield, Mo	130	3	133	145	7	152	155	2	157	184	3	187	614	15	629
Springfield, Ohio	413	25	438	384	32	416	361	27	388	427	17	444	1,585	101	1,686
Stamford, Conn	130	8	138	161	1	162	127	3	130	164	0	164	582	12	594
Staunton, Va	67	0	67	59	0	59	73	0	73	96	1	97	295	1	296
Sterling, Ill	13	3	16	43	0	43	31	0	31	24	0	24	111	3	114
Steubenville, Ohio	130	8	138	138	11	149	162	2	174	212	17	229	642	48	690
Stillwater, Minn	80	0	80	64	0	64	60	0	60	64	0	64	268	0	268
Stockton, Cal	92	0	92	105	1	106	96	0	96	101	0	101	394	1	395
Streator, Ill	33	2	35	37	5	42	47	5	52	43	3	46	160	15	175
Syracuse, N. Y	1,345	457	1,802	1,466	654	2,120	1,375	612	1,987	1,353	626	1,979	5,539	2,349	7,888
Tacoma, Wash	94	6	100	122	9	131	143	3	146	187	7	194	546	25	571
Taunton, Mass	404	45	449	501	39	540	415	45	460	426	44	470	1,746	173	1,919
Terre Haute, Ind	439	71	510	463	80	543	454	98	552	552	48	600	1,908	297	2,205
Tiffin, Ohio	85	12	97	92	12	104	94	2	96	94	6	100	365	32	397
Titusville, Pa	55	3	58	51	4	55	59	1	60	55	1	56	220	9	229
Toledo, Ohio	1,126	163	1,289	1,145	139	1,284	1,043	143	1,186	1,215	149	1,364	4,529	594	5,123
Topeka, Kans	320	47	367	402	57	459	400	23	423	387	50	437	1,509	177	1,686
Trenton, N. J	583	79	662	649	97	746	764	68	832	890	52	942	2,886	296	3,182
Troy, N. Y	823	99	922	805	145	950	762	105	867	802	88	930	3,252	437	3,689

Utica, N. Y	449	67	516	453	57	510	523	45	568	518	28	546	1,943	197	2,140
Vicksburg, Miss	202	3	205	254	6	260	248	3	251	224	4	228	928	16	944
Vincennes, Ind	107	16	123	118	14	132	70	7	77	113	15	128	408	52	460
Waco, Tex				71	3	74	88	6	94	88	5	93	247	14	261
Walla Walla, Wash							24	0	24	13	1	14	37	1	38
Waltham, Mass	303	18	321	319	22	341	315	28	343	371	23	394	1,308	91	1,399
Warren, Ohio							79	13	92	104	10	114	183	23	206
Warren, Pa	60	0	60	97	0	97	59	0	59	78	2	80	294	2	296
Washington, D. C	5,538	3,799	9,337	5,808	4,331	10,139	8,923	5,722	14,645	8,439	4,853	13,292	28,708	18,705	47,413
Waterbury, Conn	280	11	291	279	27	306	285	27	312	309	21	330	1,153	86	1,239
Waterloo, Iowa	64	2	66	44	3	47	44	1	45	52	2	54	204	8	212
Watertown, N. Y	143	26	169	133	20	153	132	32	164	173	20	193	581	98	679
Wellington, Kans	21	2	23	18	1	19	19	2	21	18	1	19	76	6	82
West Chester, Pa	107	10	117	99	4	103	102	9	111	107	6	113	415	29	444
Westerly, R. I	63	7	70	63	4	67	64	8	72	55	7	62	245	26	271
West Troy, N. Y				74	2	76	104	0	104	66	8	74	244	10	254
Wheeling, W. Va	472	46	518	532	49	581	498	58	556	592	72	664	2,094	225	2,319
Wichita, Kans	302	29	331	284	33	317	280	27	307	328	18	346	1,194	107	1,301
Wilkes Barre, Pa	339	22	361	309	18	327	358	20	378	360	22	382	1,366	82	1,448
Williamsport, Pa	264	17	281	237	11	248	257	15	272	296	6	302	1,054	49	1,103
Wilmington, Del	507	42	549	612	57	669	592	71	663	669	69	738	2,380	239	2,619
Wilmington, N. C	93	2	95	120	4	124	136	3	139	135	3	138	484	12	496
Winfield, Kans	35	5	40	40	1	41	49	1	50	61	1	62	185	8	193
Winona, Minn	156	20	176	125	17	142	111	17	128	120	28	148	512	82	594
Woburn, Mass				104	3	107	116	4	120	128	8	136	348	15	363
Woonsocket, R. I	70	0	70	105	10	115	92	8	100	92	9	101	359	27	386
Wooster, Ohio	89	1	90	78	4	82	68	3	71	73	2	75	308	10	318
Worcester, Mass	2,028	575	2,603	1,852	814	2,666	1,888	845	2,733	2,045	831	2,876	7,618	3,065	10,878
Xenia, Ohio	70	1	71	64	1	65	50	2	52	58	2	60	242	6	248
Yonkers, N. Y	326	31	357	350	31	381	350	40	390	349	39	388	1,375	141	1,516
York, Pa	171	9	180	204	12	216	188	9	197	198	11	209	761	41	802
Youngstown, Ohio	363	69	432	362	35	397	323	78	401	323	67	390	1,371	249	1,620
Zanesville, Ohio	310	57	367	294	64	358	270	84	354	343	67	410	1,217	272	1,489
Total	236,223	70,931	307,154	263,074	88,776	351,850	258,634	93,005	351,639	277,169	90,835	368,004	1,035,100	343,547	1,378,647

REPORT

OF THE

SUPERINTENDENT OF THE POSTAL MONEY-ORDER SYSTEM

FOR THE

FISCAL YEAR ENDED JUNE 30, 1889.

REPORT

OF THE

SUPERINTENDENT OF THE POSTAL MONEY-ORDER SYSTEM.

POST-OFFICE DEPARTMENT,
OFFICE OF SUPERINTENDENT OF MONEY-ORDER SYSTEM,
Washington, D. C., November 16, 1889.

SIR: I have the honor to submit the following report of the operations of the Postal Money-Order System of the United States for the fiscal year ended June 30, 1889.

This system may now be ranked among the permanent institutions characteristic of the times, the issue and payment of postal money-orders in the United States having been commenced on the 1st of November, 1864, a full quarter of a century ago. Table A, in the Appendix, exhibits the growth of the domestic money-order business during this period, showing the number of post-offices authorized to transact such business, the number and amount of orders issued and paid, the amount of fees received, and the expenses year by year.

NUMBER OF MONEY-ORDER OFFICES.

To the 8,241 money-order offices in operation June 30, 1888, there were added during the past fiscal year 512, and 26 such offices were discontinued. On June 30, 1889, the total number of money-order offices in operation was 8,727. Since the latter date a further increase of 306 offices has been made, while 5 have been discontinued, leaving at this date 9,028 offices authorized to issue and to pay money-orders.

NUMBER OF POSTAL-NOTE OFFICES.

By the act of Congress approved January 3, 1887, the Postmaster-General was empowered to authorize the issue (but not payment) of postal notes at post-offices which are not money-order offices. Such notes, which may be drawn for any sum less than $5, and are issued for a fee of 3 cents each, are payable at any money-order office, and present a cheap and convenient means of making small remittances through the mails from certain designated post-offices which are not of sufficient importance to be made money-order offices.

In contradistinction to money-order offices, all of which both issue and pay postal notes, the offices authorized, under the act mentioned, to issue such notes only are styled postal-note offices. At the close of the fiscal year ended June 30, 1888, there were in operation 311 such offices, and during the past year 276 were established, while 30 were

discontinued as such, making the number in operation on the 30th of June last 557. At present there are 642, 106 having been established and 21 discontinued since the date last named. Of the whole number (51) mentioned as discontinued 34 became money-order offices, thereby gaining additional facilities.

ISSUES AND PAYMENTS OF DOMESTIC MONEY-ORDERS.

The number of domestic money-orders issued during the year was 10,130,140, aggregating in amount..		$115,081,845.79
The number of such orders paid during the same period was 10,051,909 of the value of.....	$114,447,868.90	
And the number repaid 76,634, amounting to.....	834,038.04	
Making the total amount of payments and repayments.....		115,281,906.94
The excess in amount of payments and repayments over issues for the year being.....		200,061.15
The gross amount of the fees received by postmasters from the public for the issue of domestic money-orders was.....		933,607.50

A comparison of the above with the statement for the previous year shows:

(1) An increase of 170,933, or 1.72 per cent., in the number of orders issued, and of 183,500, or 1.85 per cent., in the number of orders paid and repaid.

(2) A decrease of $4,567,219.19, or 3.82 per cent., in the amount of orders issued, and of $4,461,438.31, or 3.73 per cent., in the amount of orders paid and repaid.

(3) A decrease of $13,353.62, or 1.41 per cent., in the gross amount of fees received.

The average amount of the orders issued was $11.36, or 65 cents less than the average amount of orders issued in the previous year.

The average fee received was 9.22 cents, being .29 of a cent less than the average fee in 1887–'88. An explanation is here found of the fact that an increase in the number of orders issued was not attended by a corresponding increase in the aggregate amount of such orders or in the gross amount of fees received, the proportion in number of small orders to the whole number of orders issued being greater than during the previous year.

In table marked E, in the Appendix, will be found an interesting exhibit of the number and ratio per thousand of each of twenty different grades of domestic money-orders paid during the month of March, 1889, at 594 first and second class post-offices and 133 stations or branch offices.

ISSUES AND PAYMENTS OF POSTAL NOTES.

The number of postal notes issued during the year was 6,802,720, aggregating in amount.....		$12,082,190.73
And the number of postal notes paid during the same time was 6,707,106, of the value of.....	$11,925,658.26	
While the notes repaid at the offices of issue numbered 80,348, amounting to.....	152,419.44	
Making the total amount of payments and repayments.....		12,078,077.70
The excess in the amount of issues over payments and repayments being		4,113.03
The gross amount of fees received from the public (including fees collected for duplicates of invalid postal notes) was.....		204,377.82

The above compared with the figures for the preceding year show—

(1) An increase of 134,714, or 2.02 per cent., in the number of postal notes issued, and of 155,464, or 2.34 per cent., in the number of notes paid and repaid.

(2) A decrease of $52,268.31, or .43 per cent., in the amount of postal notes issued, and of $26,803.85, or .22 per cent., in the amount of notes paid and repaid.

(3) An increase of $4,036.14, or 2.01 per cent., in the gross amount of fees received.

The average amount of the postal notes issued was $1.78, or 4 cents less than the average amount of the notes issued the preceding year. This explains why an increase in the number of notes issued was not attended by a corresponding increase in the aggregate amount of such notes.

DUPLICATE MONEY-ORDERS AND POSTAL NOTES.

Money-orders which remain unpaid one year after the date of issue, and postal notes which have not been paid within three months from the last day of the month of issue, are invalid by law; but, upon proper application, are replaced by duplicates issued by this office, which, moreover, by the issue of duplicates on application, causes payment to the owners of the amounts of such money-orders as have been lost or destroyed, or have, in violation of law, been more than once indorsed, and also by like means restores to the remitters the amounts of orders issued in favor of concerns which the Postmaster-General, under authority conferred by section 4031 of the Revised Statutes, has declared to be fraudulent.

The number of duplicate money-orders drawn during the fiscal year ended June 30, 1889, and the various causes which necessitated the issue of the same are exhibited in Table B, of the Appendix. The total number of duplicate domestic money-orders issued was 21,335, being 321 less than the number issued during the previous fiscal year. The number of duplicate postal notes issued was 8,083, exceeding by 1,647 the number issued during the year 1887–'88.

DRAFTS AND TRANSFERS.

To prevent delay in the payment of money-orders, the Postal Laws and Regulations authorize and require the transfer of postal funds to the money-order account by postmasters who are called upon to pay money-orders and postal notes exceeding in amount the orders and notes issued by them, and when, in such emergency, the postal and money-order funds together are insufficient, or the postal funds are not available for transfer to the money-order account, the postmaster is required to make application to this office for a draft on the postmaster at New York for the necessary amount. Most of the money-order offices on the Pacific slope, however, owing to their great distance from Washington and the delay that would ensue if the postmasters were obliged to make application to the Department for single drafts, are supplied with such amounts as they may require, from time to time, by the postmasters at the large offices of San Francisco, Cal., and Portland, Oregon. If the applications from a postmaster for drafts on New York are very frequent, or his use of the postal funds for the payment of money-orders and postal-notes continuous, he is furnished with a letter of credit for a convenient round sum, and is supplied with a

suitable number of blank drafts on the postmaster at New York, for use as needed in drawing against such credit. The letter of credit and the supply of blank drafts in such cases are renewed from time to time as the necessity arises.

Occasionally the Department finds it convenient to direct transfers by postmasters of sums from their money-order to their postage account. Notice of every transfer from either account is transmitted to the Department, and the balance arising from the excess of transfers to the money-order account is repaid upon receipt of a statement of account from the Auditor, after the close of each quarterly period, by the deposit of an equivalent sum with the Assistant Treasurer of the United States at New York, to the credit of the Treasurer of the United States for the service of the Post-Office Department. The amounts of the transfers for the four quarters of the last fiscal year, the balance due the postal account at the close of each quarter, and the dates of payment of the balances due were as follows:

Quarter ended—	From postal to money-order funds.	From money-order to postal funds.	Balance due postal funds.	Paid by deposit in sub-treasury at New York, N. Y.
September 30, 1888	$147, 852. 74	$4, 676. 00	$143, 176. 74	March 1, 1889.
December 31, 1888	161, 896. 58	4, 971. 67	156, 923. 91	June 26, 1889.
March 31, 1889	161, 987. 33	2, 584. 12	159, 403. 21	October 15, 1889.
June 30, 1889	159, 791. 99	4, 451. 51	155, 340. 48	November 12, 1889.
Total	631, 527. 64	16, 683. 30	614, 844. 34	

The total amount of the drafts paid by the postmaster at New York during the last fiscal year was $11,859,194.49. During the same period the postmaster at San Francisco furnished funds to the amount of $153,601, and the postmaster at Portland, Oregon, funds to the amount of $98,784 to money-order offices in the extreme Western States and Territories, upon application made therefor.

REMITTANCES OF SURPLUS MONEY-ORDER FUNDS.

The money-order system being without working capital other than the amount of unpaid money-orders, it is necessary to accumulate as rapidly as possible at great paying centers the surplus funds of offices at which the issues exceed the payments.

Accordingly the postmaster at every money-order office is required to transmit daily to some designated post-office of the first class his surplus money-order funds, comprising all money-order and postal-note funds in his possession in excess of the sum of the unpaid money-order advices on hand not exceeding two weeks, or in excess of the fixed sum which he is authorized to retain and which is termed his "reserve." Postmasters at postal-note offices are likewise required to transmit daily, or as often as practicable, to a designated post-office of the first class, every dollar derived from the sale of postal notes. The funds not needed at other depositories eventually reach the post-office at New York, the main depository and monetary center of the system.

The aggregate amount of the remittances of surplus money-order and postal-note funds made during the year ended on the 30th of June last, was $104,633,222.35.

LOST REMITTANCES.

Ninety-nine cases of alleged loss, in transit by mail or otherwise, of money-order funds were brought to the notice of this office during the last fiscal year. Two of these were cases of remittances of surplus money-order funds alleged to have been made during the preceding year. All of these cases, involving in the aggregate the sum of $5,722.88, were referred to the Assistant Attorney-General for this Department for adjudication under the provisions of the act of March 17, 1882, by which the Postmaster-General is empowered to allow credit for losses of this nature incurred through no fault or negligence on the part of the postmaster. An enumeration in detail of these ninety-nine cases will be found in Table C, of the Appendix.

ERRONEOUS PAYMENT OF MONEY-ORDERS.

Fifty-six money-orders issued during the last fiscal year, amounting in the aggregate to $1,214.06, were reported to the Department as having been improperly paid, the number being in the ratio of 1 to every 184,171 orders paid (international orders included). These 56 orders are described in Table D, of the Appendix. In the same table will be found the particulars of 97 other orders alleged to have been erroneously paid. They comprise 50 orders, amounting to $1,395.36, in cases which were undergoing investigation at the close of the previous fiscal year, and 47 orders, amounting to $1,237.84, in regard to which, although they were issued prior to July 1, 1888, no complaint was made to the Department until after the commencement of the last fiscal year.

Post-office inspectors recovered the amounts of 19 orders, and paid the money, in all $693.11, to the true payees. In 22 cases, in which the orders aggregated $296.42, it was ascertained that the claims were not well founded, the orders having been properly paid in the first instance.

For failure to exercise the precaution enjoined by the regulations, postmasters were required to make good to the owners the amounts of 32 orders, in all $607.06. The payees themselves being at fault, were made to sustain the loss of the amounts of three orders, aggregating $162; while in three other cases, involving the sum of $63.96, the evidence not being sufficient to fix the responsibility either upon the postmaster, the remitter, or the payee, the Department assumed the loss. Investigation of the remaining 74 cases, involving in all $2,024.71, was in progress at the close of the year.

REVENUES AND EXPENSES.

As reported by the Auditor of the Treasury for the Post-Office Department, the revenues and expenses of the domestic money-order business for the last fiscal year were as follows:

RECEIPTS.

Amount received for fees on orders issued	$933,607.50
Amount of gain	157.00
Amount of premiums, etc	56.85
Total	933,821.35

EXPENDITURES.

Amount allowed postmasters for commissions	$311,683.96	
Incidental expenses	83,459.79	
Lost remittances, burglaries, etc	4,712.90	$399,856.65
Excess of receipts over expenditures, being the gross revenue		533,964.70

Under the head of "incidental expenses" is embraced, as in former years, the cost of blanks, blank-books, and printed matter used in the money-order business by postmasters and by this office; of stationery for use exclusively in this business at post-offices, and of money-order dating stamps, stamp ribbons, numbering machines, etc.

The total expenditure during the past year for blanks, blank-books, and printed matter, purchased under contract by authority of special law, for domestic and international money-order business and for postal-note business was $41,896.44, and of this sum $3,513.94 was paid for work ordered on requisitions of the preceding year. The cost of such blanks and books and printed matter for domestic money-order business alone was $35,926.95, including $3,171.76 paid on account of requisitions of the previous year.

The receipts and expenditures in the postal-note business are stated by the Auditor as follows:

RECEIPTS.

Amount received for fees on notes issued	$204,377.82

EXPENDITURES.

Amount allowed postmasters:		
For commissions	$55,099.49	
For incidental expenses	21,368.88	
		76,468.37
Excess of receipts over expenditures, being the gross revenue		127,909.45

The item of "incidental expenses" includes the cost of blank engraved postal-note forms, amounting to $14,874.16.

THE INTERNATIONAL MONEY-ORDER SYSTEM.

An act passed at the last session of Congress, approved January 30, 1889, authorized the increase of the maximum amount of a single international money-order from $50 to $100. In pursuance of the provisions of the act mentioned, agreements increasing the amount for which a single order may be drawn to $100, or to an amount in the foreign currency as near the equivalent thereof as will be most convenient in practice, have been made with the following countries, viz: France, Belgium, Switzerland, Italy, Portugal, the Netherlands, Germany, Sweden, Norway, Denmark, Newfoundland, the Hawaiian Islands, Japan, New Zealand, Queensland, Victoria, Tasmania, the Windward Islands, and the Leeward Islands.

The postal administrations of Great Britain, Jamaica, and Cape Colony declined to enter into any agreement increasing the maximum amount. Of the final action of the authorities of New South Wales upon the question of making this change, this Department is not yet advised.

During the past year, at the request of the postal administration of Newfoundland, were arranged the terms of a convention providing for the direct exchange of money-orders between the United States and that country; and such convention having been duly concluded, went

into effect on the 1st day of July, 1889. Prior to that date, money-order business between Newfoundland and the United States had been conducted through Canada, as intermediary, and under that arrangement the postal administration of Newfoundland was obliged to pay to the Canadian postal administration a charge of 1 per cent. on the total amount of money-orders issued in Newfoundland on the United States and passing through Canada, while Canada paid to the United States one-half of 1 per cent. of the amount of such orders. Upon money-orders originating in the United States and payable in Newfoundland the latter received no commissions, the United States paying to Canada one-half of 1 per cent. of the amount of orders so issued. In the direct exchange of money-orders now in operation Newfoundland pays on the total amount of orders which it issues on the United States one-half of 1 per cent. to the latter country, which, *vice versa*, pays to Newfoundland one-half of 1 per cent. of the total amount of orders which it issues payable in that island.

On June 30, 1888, the money-order offices in the United States authorized to transact international money-order business numbered 1,701. During the year ended on the 30th of June last, 77 were added to this number, while from 2 offices the international system was withdrawn, leaving the total number of offices transacting such business on the latter date 1,776. International money-order facilities have since been extended to 93 additional offices; and the total number of offices in this country at present authorized to issue and pay international money-orders is, therefore, 1,869.

STATISTICS OF THE INTERNATIONAL MONEY-ORDER BUSINESS.

The following tabular statements exhibit the number and amount of the money-order transactions of the last year between the United States on the one hand, and each of twenty-three foreign countries on the other, and contain a comparison of last year's business with the business of the preceding year.

Statistics of international money-order business.

Nationality.	No. of orders issued.	Amount of orders issued.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	Amount of fees received.
Canadian	76,082	$1,281,897.69	119,604	$1,419,271.42	537	$8,548.48	$15,465.05
British	394,754	5,117,169.05	57,398	860,065.80	848	9,907.66	65,560.35
German	193,610	2,686,979.85	48,484	1,380,472.20	600	7,314.91	34,110.00
Swiss	36,046	596,453.40	7,406	206,138.55	101	1,087.04	7,153.40
Italian	34,463	920,155.50	1,922	53,098.66	102	1,680.82	9,844.10
French	17,691	266,084.13	4,888	82,952.92	160	2,233.31	3,313.70
Jamaican	193	2,578.00	2,794	82,656.74	7	103.06	32.30
New Zealand	542	12,660.89	1,703	19,029.86	12	436.91	143.20
New South Wales	369	9,212.76	1,492	28,859.54	9	106.73	103.10
Victorian	294	7,075.64	1,367	20,521.97	7	64.77	79.20
Belgian	8,289	55,513.52	1,304	30,724.60	18	302.90	659.60
Portuguese	457	10,350.72	358	11,329.55	.....	.....	117.05
Swedish	37,874	748,905.07	2,588	74,421.11	75	1,235.37	8,641.80
Tasmanian	25	822.68	285	2,929.58	.....	.....	8.90
Windward Islands	279	5,314.66	1,566	51,485.14	1	10.00	60.40
Japanese	536	11,247.05	1,096	22,217.89	4	95.75	129.35
Cape Colony	53	688.98	270	4,235.37	.....	.....	9.10
Hawaiian	245	4,734.28	2,209	29,666.39	.....	.....	56.85
Queensland	53	1,288.78	453	7,369.13	.....	.....	14.40
Leeward Islands	96	1,434.05	303	8,751.81	1	1.00	18.10
Norwegian	19,235	421,703.94	1,223	28,704.69	18	184.05	4,785.05
Netherlands	2,764	31,562.96	1,384	25,554.60	7	106.10	441.00
Danish	5,477	91,683.07	1,582	40,270.71	14	101.18	1,099.60
Total	824,427	12,280,516.67	261,679	4,490,728.24	2,521	33,520.04	151,845.60

Statistics of international money-order business—Continued.

Country.	Amount of increase or decrease in orders issued as compared with 1887–'88.	Percentage of increase or decrease in issues.	Amount of increase or decrease in orders paid as compared with 1887–'88.	Percentage of increase or decrease in payments.	Amount of increase or decrease in fees received as compared with 1887–'88.	Percentage of increase or decrease in fees.
Canada	*$23,983.85	*1.84	$109,873.50	8.89	*$205.70	*1.31
Great Britain	290,611.20	6.02	124,644.53	16.95	3,889.85	6.31
Germany	53,451.58	2.03	*11,286.73	*.81	859.85	2.89
Switzerland	41,514.94	7.48	4,167.92	2.06	594.55	9.06
Italy	51,947.43	5.98	17,191.39	47.88	547.30	5.89
France	31,921.23	13.63	5,609.76	7.25	393.10	13.46
Jamaica	*143.89	*5.29	17,940.95	27.72	*1.00	*.03
New Zealand	4,228.41	50.14	*5,224.89	*21.54	45.40	46.42
New South Wales	*1,355.81	*12.83	1,802.79	6.66	*16.20	*13.56
Victoria	*388.59	*5.21	1,398.66	7.31	*8.10	*9.23
Belgium	7,718.05	11.94	*4,117.22	*11.82	93.65	16.55
Portugal	3,212.43	45.00	*2,844.61	*20.07	34.60	40.94
Sweden	264,054.81	55.03	21,541.19	40.74	3,069.55	55.09
Tasmania	361.74	78.48	*215.64	*6.86	3.70	71.15
Windward Islands	1,788.48	50.72	*5,136.79	*9.07	18.20	43.13
Japan	2,654.57	30.89	2,862.69	14.79	33.30	34.67
Cape Colony	*311.45	*31.13	793.75	23.06	*3.00	*24.79
Hawaii	225.99	5.01	3,981.51	15.50	3.15	5.86
Queensland	206.86	19.12	2,241.20	43.70	1.00	7.46
Leeward Islands	730.39	103.79	4,331.58	97.99	8.40	86.60
Norway	196,203.59	87.01	7,819.34	37.44	2,207.50	85.64
Netherlands	3,641.49	13.04	2,975.37	13.18	60.95	16.04
Denmark	58,357.02	175.11	23,702.34	143.06	705.05	178.68

* Decrease. Each amount not marked with an asterisk (*) represents an increase.

The first of the foregoing tables shows:

(1) An increase of 64,791, or 8.53 per cent., in the number of international money-orders issued; and of 24,461, or 10.20 per cent., in the number of such orders paid and repaid.

(2) An increase of $986,646.62, or 8.74 per cent., in the amount of international orders issued; and of $316,812.65, or 7.53 per cent., in the amount of such orders paid and repaid.

(3) An increase of $12,334.50, or 8.84 per cent., in the amount of fees received.

The average amount of the international orders issued in the United States was $14.89, or 2 cents greater than the average amount of such orders issued the preceding year; and the average fee received therefor was 18.42 cents, being .05 of a cent greater than the average fee received in 1887–'88.

The increase in the total volume of international money-order business compared with the business of the preceding year, including orders issued, paid, and repaid, amounted to $1,303,459.27, or 8.41 per cent. The number of transactions exceeded by 89,252, or 8.93 per cent., those of the previous year.

It will be observed upon an examination of the above tables that the aggregate amount of money-orders issued in the United States for payment in European countries largely exceeds the amount of money-orders issued in those countries for payment here. The balances thus created against the United States are paid by means of bills of exchange purchased from the lowest bidders among reliable banking-houses in the city of New York by the postmaster thereat, under regulations fixed by this Department. Each of these bills is made payable in the money of the creditor country at its capital or chief commercial city and is drawn to the order of the Postmaster-General of the United States, by whom it is indorsed to the chief of the foreign postal administration to which the amount is due. The total amount of bills of

exchange bought for this purpose during the last fiscal year was $7,798,938.37.

During the year there were issued by this office in lieu of lost international money-orders payable in this country 1,047 duplicate money-orders.

There were also issued by this office 2,685 authorizations for repayment of international money-orders drawn in this country, payment of which had not yet been made to the respective payees abroad; and the various foreign postal administrations were authorized by this Department to repay to the remitters 2,407 money-orders, the amounts of which were not paid to the respective payees in the United States. A table (F) showing the number of such repayments, arranged according to nationality, will be found in the Appendix.

REVENUE FROM INTERNATIONAL MONEY-ORDER BUSINESS.

The gross revenue from the respective international systems for the last fiscal year is reported by the Auditor for this Department to be as follows:

From the Canadian business	$15,128.74	From the Cape Colony business	$32.29
From the British business	27,881.39	From the Hawaiian business	297.26
From the German business	39,458.72	From the Queensland business	53.13
From the Swiss business	13,620.86	From the Leeward Islands business	59.65
From the Italian business	24,799.07	From the Netherlands business	421.83
From the French business	5,290.88	From the Danish business	223.15
From the Jamaican business	499.02		
From the New Zealand business	196.73	Total	128,922.21
From the New South Wales business	231.41	Loss from Swedish business	$1,787.22
From the Victorian business	208.73	Loss from Norwegian business	1,254.33
From the Belgian business	950.26		2,991.55
From the Portuguese business	67.13		
From the Tasmanian business	23.10	Total international revenue	125,930.66
From the Windward Islands business	296.06		
From the Japanese business	193.31		

POST-OFFICE INSPECTORS PAID OUT OF MONEY-ORDER PROCEEDS.

Under the provisions of section 4020 of the Revised Statutes of the United States, post-office inspectors employed in the money-order service are paid out of the proceeds of the money-order business. The Chief Post-Office Inspector reports that the salaries, per diem allowances, and expenses of 15 inspectors were so paid during the last fiscal year, making a total expenditure of $41,931.27, the greater part of which amount is chargeable to the domestic money-order business, and the residue to the international money-order business and to the postal-note business.

GENERAL FINANCIAL RESULTS.

The domestic and international money-orders and the postal-notes issued during the last fiscal year numbered in all 17,757,287, and amounted to $139,444,553.19, while the payments and repayments numbered 17,180,197, and amounted to $131,884,232.91. The aggregate amount of the fees received from the public was $1,289,830.92. Compared with the total volume of business transacted the previous year these figures show:

(1) An increase of 370,438, or 2.13 per cent., in the total number of issues, and of 363,425, or 2.16 per cent., in the total number of payments and repayments.

(2) A decrease of $3,632,840.88, or 2.54 per cent., in the aggregate amount of the issues, and of $4,171,429.51, or 3.07 per cent., in the aggregate amount of the payments and repayments.

(3) An increase of $3,017.02, or 0.23 per cent., in the gross amount of fees received.

In accordance with section 4050 of the Revised Statutes, the amounts named in the following tabular statement, being the total revenue, as reported quarterly by the Auditor from the money-order and postal-note business, were deposited, as there stated, with the Assistant Treasurer of the United States at New York, N. Y., to the credit of the Treasurer of the United States for the service of the Post-Office Department:

Quarter ended—	Amount.	Deposited.
September 30, 1888	$178,631.61	March 1, 1889.
December 31, 1888	225,979.10	June 25, 1889.
March 31, 1889	198,899.82	October 15, 1889.
June 30, 1889	184,294.28	November 12, 1889.
Total	787,804.81	

During the year, however, the following expenses, which are justly chargeable to the money-order business, have been defrayed out of appropriations made by Congress:

Salaries to fifty-one employés in the Superintendent's office	$65,680.00
Salaries to the employés in the money-order division of the Auditor's office	233,586.56
Stationery furnished for use in the Superintendent's office	715.64
Books, blanks, printing and stationery furnished for use in the money-order division of the Auditor's office	8,469.40
One-half of salaries of employés in the money-order buildings, under the supervision of the Superintendent of the Post-office Department building	5,080.00
One-half rent of the money-order building	4,000.00
Estimated cost of furniture and miscellaneous expenses of the same	2,000.00
Rent of building known as Marini's Hall	4,500.00
Salaries of watchmen, laborers, and of incidental and miscellaneous expenses of said building	8,100.00
Allowances to postmasters at first and second class post-offices for clerk-hire in the money-order business, which, under the act of June 29, 1886, have been paid since July 1, 1888, out of appropriations instead of from the proceeds of the money-order business, the said amount, as reported by the First Assistant Postmaster-General, being	463,801.94
Total	795,933.54

This total of expenses paid out of appropriations exceeds the amount of gross revenue deposited as above stated, to wit, $787,804.81, by $8,128.73, the latter sum representing a deficit of net revenue from the entire business of the year.

This deficit may be ascribed chiefly to two causes: to the decrease in the amount of fees on domestic money-orders consequent on the sale of a larger proportion than usual of small orders, and to the prevalence of adverse rates in the purchase of exchange for the payment, as previously explained, of balances due the postal administrations of several countries, notably Great Britain, Sweden, and Norway. The loss on bills of exchange purchased from time to time to pay balances due Great Britain on money-order account during the year was $11,323.07. The reverse of this has been the case in former years, and may occur during the current year, in the adjustment of balances with the postal administration of that country. For example, during the fiscal year 1888 a gain accrued in the purchase of sterling bills to pay balances that became due Great Britain of $7,563.36. But the average rate paid by this Department for Scandinavian bills of exchange,

since the direct exchange of money-orders went into operation, between the United States on the one hand, and Sweden, Norway and Denmark on the other, has been 27.06 cents for the krona (crown), the monetary unit of Scandinavian countries. This rate is higher than that prescribed by the respective money-order conventions with those countries for the conversion of United States money into Scandinavian money in the issue and payment of international money-orders. The latter rate is based upon the United States Treasury valuation of the Scandinavian krona, namely, 26.8 cents; so that this Department has been subjected to a constant loss in the purchase of bills of exchange to pay balances due on money-order account to the Scandinavian countries.

This loss amounted during the last fiscal year to $6,649.22 on bills of exchange payable in Sweden; $3,930.93 on bills payable in Norway; $552.93 on bills payable in Denmark; or $11,133.08 in all.

Under these circumstances I beg leave to recommend that steps be taken to arrange with the postal administrations of Sweden, Norway, and Denmark, respectively, for a change of the common rate of conversion in question from its present standard to one approximating more nearly the average rate which this Department is compelled to pay for bills of exchange sent to Scandinavian countries in settlement of balances.

I venture also to recommend the adoption of measures in accordance with the suggestion made in my annual report for the year ended June 30, 1886, as follows:

> I am convinced by experience and observation that the facilities afforded by the money-order system are not as well known as they should be in the smaller towns. The Department heretofore has made no effort to bring this system to the notice of the public further than to place in every money-order post-office a placard containing a brief announcement of the fact that money-orders might be obtained thereat. I believe that in the interest of that class of people in the smaller towns and cities who have occasion to make remittances by mail, and with the object of preventing, as far as possible, the transmission of money in letters, it would be both expedient and profitable to advertise the system in such localities by means of circulars distributed through the agency of the postmasters, whose services for this purpose could be readily enlisted, because the anticipated increase of business occasioned by the distribution of the advertisements would increase their commissions for the clerical work of issuing and paying the orders. The expense of printing a sufficient supply of circulars would not, in my opinion, exceed $2,500, and such expense could be defrayed from the proceeds of the money-order business.

I am, sir, very respectfully, your obedient servant,

C. F. MACDONALD,
Superintendent of the Money-Order System.

Hon. JOHN WANAMAKER,
Postmaster-General.

APPENDIX.

A.—*Tabular statement showing operations of the domestic money-order system during each year since its establishment November* 1, 1864, *up to June* 30, 1889.

Fiscal year ended—	Number of money-order offices in operation.	Amount of orders issued.	Amount of orders paid and repaid.	Amount of fees received.	Amount of expenses.	Amount of deficit.	Amount of surplus.
June 30, 1865 ..	419	$1, 909, 122. 52	$1, 813, 577. 08	$11, 536. 40	$18, 584. 37	$7, 047. 97	.....
June 30, 1866 ..	766	3, 977, 269. 28	3, 963, 890. 22	35, 903. 06	28, 664. 27	.....	$7, 138. 79
June 30, 1867 ..	1, 224	9, 229, 327. 72	9, 071, 240. 73	70, 889. 57	44, 628. 96	.....	26, 260. 61
June 30, 1868 ..	1, 468	16, 197, 858. 47	16, 118, 537. 03	124, 503. 19	70, 345. 04	.....	54, 158. 15
June 30, 1869 ..	1, 685	24, 848, 058. 93	24, 654, 123. 46	176, 247. 87	110, 694. 00	.....	65, 553. 87
June 30, 1870 ..	2, 076	34, 054, 184. 71	33, 927, 924. 79	235, 557. 05	145, 382. 42	.....	90, 174. 63
June 30, 1871 ..	2, 452	42, 164, 118. 03	42, 027, 336. 31	295, 563. 38	194, 381. 60	.....	101, 181. 78
June 30, 1872 ..	2, 775	48, 515, 532. 72	48, 419, 644. 97	350, 499. 40	244, 521. 63	.....	105, 977. 77
June 30, 1873 ..	3, 069	57, 516, 216. 69	57, 295, 012. 27	354, 816. 66	286, 232. 66	.....	68, 584. 00
June 30, 1874 ..	3, 404	74, 424, 854. 71	74, 210, 156. 25	462, 238. 54	357, 040. 42	.....	105, 198. 12
June 30, 1875 ..	3, 401	77, 431, 251. 58	77, 361, 690. 75	494, 717. 27	374, 575. 18	.....	120, 142. 09
June 30, 1876 ..	3, 697	77, 035, 972. 78	77, 106, 338. 85	647, 021. 52	456, 250. 68	.....	190, 770. 84
June 30, 1877 ..	3, 686	72, 826, 509. 79	72, 908, 475. 25	624, 409. 66	524, 478. 47	.....	99, 931. 19
June 30, 1878 ..	4, 143	81, 442, 364. 87	81, 279, 910. 80	716, 638. 98	513, 686. 61	.....	202, 952. 37
June 30, 1879 ..	4, 512	88, 254, 641. 02	88, 006, 200. 20	799, 347. 09	575, 386. 32	.....	223, 960. 77
June 30, 1880 ..	4, 829	100, 352, 818. 83	100, 165, 962. 78	917, 091. 58	659, 516. 50	.....	257, 575. 08
June 30, 1881 ..	5, 163	105, 075, 769. 35	104, 924, 853. 61	967, 772. 93	715, 458. 29	.....	252, 314. 64
June 30, 1882 ..	5, 491	113, 400, 118. 21	113, 388, 301. 90	1, 054, 538. 62	774, 197. 45	.....	280, 341. 17
June 30, 1883 ..	5, 927	117. 329, 406. 31	117, 344, 281. 78	1, 102, 838. 42	791, 133. 75	.....	311, 704. 67
June 30, 1884 ..	6, 310	122 121, 261. 98	121, 971, 083. 80	950, 479. 19	702, 603. 80	.....	247, 875. 39
June 30, 1885 ..	7, 056	117. 958, 921. 27	117, 996, 205. 06	925, 125. 03	681, 150. 06	.....	244, 974. 97
June 30, 1886 .	7, 357	113 819, 521. 21	113, 885, 463. 04	922, 781. 97	689, 758. 33	.....	233, 023. 59
June 30, 1887 ..	7, 853	117. 482, 660. 89	117, 264, 026. 66	914, 076. 57	402, 458. 59	.....	511, 617. 98
June 30, 1888 .	8, 241	119, 649, 064. 98	119, 743, 345. 25	947. 316. 56	406. 043. 79	.....	541, 272. 77
June 30, 1889 ..	8, 727	115, 081, 845. 79	115, 281, 906. 94	933, 607. 50	399, 856. 65	.....	533, 964. 70
Total....	.....	1, 851, 423, 662. 55	1, 849, 569, 509. 78	.....	.....	.....	.....

B.—*Statement of duplicate money-orders issued by the Department during the fiscal year ended June* 30, 1889.

	Number.	Remarks.
I.—In lieu of money-orders lost in transit.....	20, 634	Being 399 less than during preceding year.
II.—In lieu of money-orders, payment of which had been prohibited in pursuance of section 4041 of the Revised Statutes of the United States.	64	Being 4 more than during preceding year.
III.—In lieu of money-orders lost by the payees, remitters, or indorsees.	260	Being 75 more than during preceding year.
IV.—In lieu of money-orders mutilated or destroyed while in the hands of the payees, remitters, or indorsees.	53	Being 24 less than during preceding year.
V.—In lieu of money-orders invalidated by reason of having received more than one indorsement, in violation of section 4037 of the Revised Statutes of the United States.	35	Being 8 more than during preceding year.
VI.—In lieu of money-orders invalidated by reason of not having been presented for payment within one year after the date of their issue.	289	Being 15 more than during preceding year.
Total	21, 335	Being 321 less than during preceding year.
Duplicate postal-notes issued during the same year...	8, 063	Being 1,647 more than during preceding year.

C.—*Statement of money-order funds lost in transmission through the mails, or otherwise, during the fiscal year ended June* 30, 1889.

Summary.	Number of cases.		Amount.	Total amount.
I.—Whole number of cases of lost remittances reported and referred to Assistant Attorney General for the Post-Office Department		99		$5,722.88
(*a*) Cases which occurred prior to July 1, 1888	2		$326.00	
(*b*) Cases which occurred after June 30, 1888	97		5,396.88	
Total		99		5,722.88

I.—REFERRED TO ASSISTANT ATTORNEY-GENERAL FOR THE POST-OFFICE DEPARTMENT FOR HIS CONSIDERATION, UNDER THE PROVISIONS OF THE ACT OF MARCH 17, 1882.

Office of mailing.	Date of mailing.	Amount.
(*a*) *Cases which occurred prior to July* 1, 1888.		
Quinnemont, W. Va	Sept. 17, 1881	$160.00
Fort Stanton, N. Mex	Apr. 10, 1886	166.00
2 cases		326.00
(*b*) *Cases which occurred after June* 30, 1888.		
Sterling, Nebr	Aug. 3, 1888	36.00
Haynesville, La		35.00
Do	Aug. 30, 1888	10.00
Hillsville, Va	Aug. 23, 1888	206.00
Allison, Iowa		51.79
Homer, La	Sept. 11, 1888	5.30
Do	Sept. 12, 1888	2.79
Vanlue, Ohio	Aug. 29, 1888	13.00
Oroville, Cal	Sept. 15, 1888	100.00
Alto, Tex	Oct. 11, 1888	147.00
Beaumont, Tex	do	330.00
Grantsburgh, Wis	Sept. 15, 1888	10.00
Lundy's Lane, Pa	Oct. 4, 1888	14.00
Liberty, Tex		30.00
Woodville, Tex	Oct. 11, 1888	12.00
Ellinger, Tex	do	23.00
Murray, Idaho	Sept. 6, 1888	60.00
Randolph, Kans	Aug. 11, 1888	46.00
Brownsville, Tex	Oct. 25, 1888	17.00
Matagorda, Tex	Oct. 8, 1888	287.00
Overbrook, Kans	Oct. 29, 1888	50.00
Hempstead, Tex	Oct. 11, 1888	360.00
Brenham, Tex	Nov. 6, 1888	4.00
Flatonia, Tex	Oct. 11, 1888	200.00
Belpre, Kans	Nov. 16, 1888	10.00
Cuero, Tex	Oct. 11, 1888	178.00
Marshall, Ark	Nov. 15, 1888	40.00
Do	Nov. 22, 1888	5.00
Do		40.00
Stockbridge, Wis	Nov. 27, 1888	22.00
Garden Plain, Kans	Sept. 27, 1888	20.00
Ewing, Nebr	Nov. 26, 1888	20.00
Spangle, Wash	Nov. 29, 1888	205.00
West, Miss	Dec. 18, 1888	20.00
Ada, Minn	Dec. 17, 1888	a9.00
De Soto, Kans	Dec. 22, 1888	b10.00
Whitesburgh, Tenn	Nov. 22, 1888	c2.00
Ashland, Mass	Jan. 2, 1889	128.00
Stanberry, Mo	Dec. 31, 1888	80.00
Spencer, Dak	Dec. 27, 1888	9.00
Havensville, Kans	Jan. 10, 1889	d10.00
Bartlett, Tex	Dec. 27, 1888	179.00
Tell City, Ind	Feb. 2, 1889	150.00
Iuka, Miss	Feb. 7, 1889	20.00
Vienna, Ga	Feb. 1, 1889	10.00
Pima, Ariz	Dec. 24, 1888	3.00
Epworth, Iowa	Mar. 13, 1889	$9.00
Wilkesborough, N. C	Mar. 8, 1889	e5.00
Toledo, Kans	Apr. 25, 1889	20.00
Pittsborough, Miss	Mar. 26, 1889	143.00
Pittsfield, Mass	Mar. 27, 1889	31.00
Pittsford, Mich	Feb. 9, 1889	f3.00
Dublin, Tex	Apr. 20, 1889	26.00
Goodland, Kans	Feb. 15, 1889	39.00
Hallettsville, Tex	Apr. 20, 1889	67.00
Decatur, Tex	Apr. 19, 1889	105.00
Eagle Lake, Tex	Apr. 20, 1889	112.00
Elk City, Kans	May 13, 1889	51.00
Do	May 14, 1889	45.00
Do	May 15, 1889	30.00
Pulcifer, Wis	Apr. 4, 1889	78.00
Shive, Tex	Apr. 17, 1889	5.00
Walthall, Miss	Jan. 10, 1889	267.00
Fredonia, Kans	May 15, 1889	79.00
Iola, Kans	May 20, 1889	105.00
Moline, Kans	May 13, 1889	11.00
Do	May 14, 1889	22.00
Do	May 15, 1889	24.00
Do	May 16, 1889	7.00
Do	May 17, 1889	1.00
Do	May 18, 1889	11.00
Sedgwick, Kans	May 15, 1889	70.00
Phillipsburgh, Kans	May 14, 1889	88.00
Delphos, Kans	May 18, 1889	46.00
Pomona, Kans	May 14, 1889	30.00
Do	May 16, 1889	57.00
Do	May 17, 1889	11.00
Monroeville, Ala	Feb. 14, 1889	71.00
Do	Feb. 15, 1889	114.00
Howard, Kans	May 14, 1889	12.00
Do	May 18, 1889	35.00
Mound Valley, Kans	May 13, 1889	59.00
Do	May 14, 1889	21.00
Do	May 15, 1889	35.00
Do	May 16, 1889	11.00
Blum, Tex	Apr. 18, 1889	1.00
Union Station, Ohio	May 22, 1889	g2.00
Valdosta, Ga	June 18, 1889	60.00
Boston, Ga	June 18, 1889	32.00
Argyle, Wis	May 14, 1889	3.00
Plainsville, Kans	May 13, 1889	10.00
Do	May 14, 1889	18.00
Do	May 15, 1889	8.00
Do	May 16, 1889	3.00
Do	May 17, 1889	30.00
La Grange, Tex	June 30, 1889	29.00
Stone's Prairie, Ill	Apr. 2, 1889	5.00
97 cases		5,396.88
Total, 99 cases		5,722.88

a Part of $87.
b Part of $77.
c Part of $19.
d Part of $156.
e Part of $71.
f Part of $8.
g Part of $7.

).—*Statement of money-orders improperly paid on a forged signature, or otherwise, during the fiscal year ended June 30, 1889.*

Summary.	Number of cases.		Amount.	Total amount.
Whole number of orders improperly paid		153		$3,847.26
(a) Orders issued prior to July 1, 1888	97		$2,633.20	
(b) Orders issued after June 30, 1888, and prior to July 1, 1889	56		1,214.06	
I. Recovered		19		693.11
(a) Orders issued prior to July 1, 1888	9		274.65	
(b) Orders issued after June 30, 1888, and prior to July 1, 1889	10		418.46	
II. Paid to the proper payee		22		296.42
(a) Orders issued prior to July 1, 1888	17		256.92	
(b) Orders issued after June 30, 1888, and prior to July 1, 1889	5		39.50	
III. Charged to paying postmaster		32		607.06
(a) Orders issued prior to July 1, 1888	16		381.36	
(b) Orders issued after June 30, 1888, and prior to July 1, 1889	16		225.70	
IV. Charged to Department		3		63.98
(a) Orders issued prior to July 1, 1888	2		38.98	
(b) Orders issued after June 30, 1888, and prior to July 1, 1889	1		25.00	
V. Charged to payee of order		3		162.00
(b) Orders issued after June 30, 1888	3		162.00	
VI. Unsettled		74		2,024.71
(a) Orders issued prior to July 1, 1888	53		1,681.31	
(b) Orders issued after June 30, 1888, and prior to July 1, 1889	21		343.40	
Total		153		3,847.26

I.—RECOVERED.

(a) *Orders issued prior to July* 1, 1888.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
5300	Louisville	Nebr.	Jan. 20, 1887	Kansas City	Mo.	Jan. 21, 1887	$100.00
28873	El Dorado	Ill.	Dec. 30, 1887	Trinidad	Colo.	Jan. 9, 1888	10.00
45560	San Francisco	Cal.	Mar. 14, 1888	Newark	N. J.	Apr. 16, 1888	20.00
85552	Chicago	Ill.	Dec. 3, 1887	Detroit	Mich.	Dec. 5, 1887	26.85
18	Nashville	Tenn.	Feb. 15, 1888	Kansas City	Mo.	Feb. 24, 1888	6.00
39236	Trinidad	Colo.	May 23, 1888	San Angelo	Tex.	July 2, 1888	10.00
8029	New York	N. Y.	Mar. 24, 1888	Brooklyn	N. Y.	Apr. 2, 1888	37.31
B. 2292	London	Eng.	July 6, 1887	Bismarck	Dak.	Aug. 18, 1887	14.49
94442	San Francisco	Cal.	Dec. 17, 1887	Giddings	Tex.	Jan. 25, 1888	50.00
	9 cases						274.65

(b) *Orders issued after June* 30, 1888.

16641	New Haven	Conn.	Aug. 4, 1888	Chicago	Ill.	Sept. 7, 1888	$25.00
7858	La Junta	Colo.	Sept. 20, 1888	Denver	Colo.	Sept. 28, 1888	12.76
29167	Silver City	Idaho.	Sept. 20, 1888	Portland	Oregon	Oct. 24, 1888	100.00
29168	do	do	do	do	do	do	100.00
G. 76453	New York	N. Y.	Nov. 4, 1888	St. Paul	Minn.		50.00
G. 76454	do	do	do	do	do		50.00
G. 76455	do	do	do	do	do		16.00
33243	Independence	Mo.	Aug. 28, 1888	St. Louis	Mo.	Dec. 20, 1888	38.90
34866	Shenandoah	Pa.	Sept. 8, 1888	Buffalo	N. Y.	Sept. 12, 1888	15.00
30015	Chicago	Ill.	Sept. 28, 1888	Peoria	Ill.	Sept. 29, 1888	10.80
	10 cases						418.46
	Total, 19 cases						693.11

D.—*Statement of money-orders improperly paid on a forged signature, etc.*—Continued.

II.—PAID TO PROPER PAYEE.

(a) *Orders issued prior to July 1, 1888.*

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
G. 93044	New York	N. Y.	Mar. 9, 1885	New York	N. Y.	Mar. 13, 1885	$8.47
10486	Abilene	Tex.	Dec. 27, 1887	Gainesville	Tex.	Jan. 7, 1888	25.00
23701	Troy	N. Y.	Jan. 27, 1887	Amsterdam	N. Y.	Jan. 28, 1887	3.00
107	St. Anthony Park.	Minn.	Nov. 16, 1887	Grand Rapids	Mich.	Nov. 19, 1887	14.50
24260	Clifton Springs	N. Y.	Apr. 14, 1888	Canfield	Ohio	Apr. 30, 1888	1.00
73809	Los Angeles	Cal.	Jan. 4, 1884	Carroll	Iowa	Jan. 24, 1884	25.00
29931	Ennis	Tex.	Feb. 27, 1888	Mexia	Tex.	Feb. 29, 1888	15.00
2b21	San Francisco	Cal.	Apr. 5, 1888	Virginia City	Nev.	Apr. 9, 1888	38.00
592	Burns	Kans.	do	Pasadena	Cal.	May 1, 1888	30.00
21360	Mexia	Tex.	Jan. 7, 1888	Corsicana	Tex.	Jan. 11, 1888	10.00
57676	Pueblo	Colo.	Mar. 28, 1888	Denver	Colo.	Mar. 30, 1888	9.00
2832	Bedford	Ohio.	Mar. 26, 1888	Delphos	Ohio.	Mar. 27, 1888	5.00
64723	Palestine	Tex.	May 7, 1888	Tully	N. Y.	June 4, 1888	2.00
54922	Middletown	Conn.	May 29, 1888	Hartford	Conn.	May 30, 1888	7.00
1123	Portland	Dak.	Oct. 13, 1887	Red Lake Falls	Minn.	Oct. 25, 1887	40.00
22324	South St. Louis Station, St. Louis.	Mo.	Dec. 24, 1887	Johnstown	Pa.		20.00
18849	Florence	Kans.	Jan. 14, 1888	Lyons	Kans.	Jan. 16, 1888	1.95
	17 cases						256.92

(b) *Orders issued after June 30, 1888.*

31097	Bethlehem	Pa.	Aug. 2, 1888	New York	N. Y.	Aug. 6, 1888	$7.00
51450	Renovo	do	Jan. 19, 1889	do	do	Jan. 23, 1889	10.00
67	Worthington	Ind.	Mar. 12, 1889	Indianapolis	Ind.	Mar. 12, 1889	
85386	Joliet	Ill.	Apr. 24, 1889	New York	N. Y.	May 8, 1889	9.00
4269	Mine La Motte	Mo.	May 29, 1889	Denver	Colo.	June 12, 1889	13.50
	5 cases						39.50
	Total, 22 cases						296.42

III.—CHARGED TO PAYING POSTMASTER.

(a) *Orders issued prior to July 1, 1888.*

30332	Wascca	Minn.	Aug. 6, 1887	Red Lake Falls	Minn.	Aug. 18, 1887	$10.00
36765	Port Gibson	Miss.	Jan. 4, 1888	Dallas	Tex.	Jan. 23, 1888	75.00
29039	Great Bend	Kans.	July 30, 1887	Chattanooga	Tenn.	Aug. 23, 1887	9.00
23902	Aspen	Colo.	July 19, 1887	Springfield	Mo.	Aug. 1, 1887	25.00
720	Augusta	Mont	Dec. 14, 1887	Helena	Mont.	Dec. 16, 1887	75.00
38074	Galion	Ohio.	Feb. 6, 1888	Lima	Ohio.	Feb. 8, 1888	10.00
12430	Fort Recovery	do	Mar. 5, 1888	Cincinnati	do	Mar. 7, 1888	30.00
16061	Brownstown	Ind.	Feb. 16, 1888	do	do	Mar. 15, 1888	19.86
4495	St. Helena	Nebr.	Feb. 10, 1888	Des Moines	Iowa.	Feb. 13, 1888	31.25
28117	Centerville	Iowa.	May 29, 1888	Vinton	do	May 31, 1888	5.00
Can. 9579	Courtright	Ont.	June 2, 1888	Detroit	Mich.	June 5, 1888	50.00
8379	Wichita Falls	Tex.	May 19, 1888	Denver	Colo.	May 31, 1888	8.25
84076	Springfield	Mo.	Mar. 23, 1888	Los Angeles	Cal.	Apr. 3, 1888	10.00
7351	New Hampton	Iowa.	Mar. 15, 1888	Minneapolis	Minn.	Mar. 17, 1888	5.00
20199	Denver	Colo.	May 11, 1888	Pueblo	Colo.	May 12, 1888	10.00
6877	Rockwell	Iowa.	May 22, 1888	Omaha	Nebr.	May 26, 1888	8.00
	16 cases						381.36

D.—*Statement of money-orders improperly paid on a forged signature, etc.*—Continued.

III.—CHARGED TO PAYING POSTMASTER—Continued.

(b) *Orders issued after June 30, 1888.*

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
1791	Tin Cup	Colo	July 13, 1888	Hot Springs	Ark	July 19, 1888	$30.00
5802	Palmer	Ill	Aug. 21, 1888	Springfield	Ill	Aug. 22, 1888	7.50
61897	Pueblo	Colo	Oct. 6, 1888	Topeka	Kans	Nov. 1, 1888	5.00
24622	State Centre	Iowa	Oct. 15, 1888	Marion	Ind	Oct. 17, 1888	15.00
28787	Decatur	Tex	Nov. 15, 1888	Dallas	Tex	Nov. 20, 1888	30.00
14100	New York	N. Y.	.....	New York	N. Y.	Oct. 30, 1888	2.44
14132	....do	..do	.....	....do	..do	Oct. 31, 1888	1.22
14295	....do	..do	.....	....do	..do	....do	2.44
18459	Cleveland	Ohio	Sept. 11, 1888	Toledo	Ohio	Sept. 12, 1888	30.00
88267	Lockport	N. Y.	Oct. 9, 1888	Little Falls	N. Y.	Oct. 12, 1888	10.00
10961	Toledo	Ohio	Dec. 29, 1888	San Francisco	Cal	Jan. 3, 1889	20.00
81168	Meridan	Conn	Aug. 21, 1888	Fort Madison	Iowa	Sept. 26, 1888	10.00
65726	Manistee	Mich	Aug. 7, 1888	Kewaunee	Wis	Aug. 9, 1888	5.00
8294	Mansfield	Pa	July 27, 1888	Olean	N. Y.	Aug. 1, 1888	10.00
32416	Gonzales	Tex	Apr. 9, 1889	Comfort	Tex	Apr. 18, 1889	22.10
257	Blackville	S. C.	Jan. 11, 1889	Baltimore	Md	Feb. 9, 1889	25.00
	16 cases						225.70
	Total, 32 cases						607.06

IV.—CHARGED TO DEPARTMENT.

(a) *Orders issued prior to July 1, 1888.*

B. [illegible]	Glasgow	Scot	June 2, 1886	Philadelphia	Pa	July 21, 1886	$14.61
B. 860	Ordsall	Eng	Jan. 17, 1888	Kansas City	Mo	May 8, 1889	24.35
	2 cases						38.96

(b) *Orders issued after June 30, 1888.*

30677	Spokane Falls	Wash	Nov. 23, 1888	Black River Falls	Wis	Nov. 30, 1888	$25.00
	1 case						25.00
	Total, 3 cases						63.96

V.—CHARGED TO PAYEE OF ORDER.

(b) *Orders issued after June 30, 1888.*

Dan. 1203	New York	N. Y.	Nov. 7, 1888	Tacoma	Wash.	Dec. 3, 1888	$50.00
18930	Bristol	R. I.	Dec. 10, 1888	San Francisco	Cal	Dec. 19, 1888	100.00
34441	Pulaski	Tenn	Oct. 22, 1888	Nashville	Tenn	Oct. 24, 1888	12.00
	Total, 3 cases						162.00

VI.—UNSETTLED.

(a) *Orders issued prior to July 1, 1888.*

Can. 4450	Dundalk	Ont	Apr. 11, 1877	Louisville	Ky	Apr. 18, 1877	$42.35
Can. 4451	....do	Ont	...do	....do	Ky	....do	42.35
Can. 4452	....do	Ont	...do	....do	Ky	....do	30.50
16092	Bodie	Cal	Dec. 21, 1883	Virginia City	Nev	Dec. 22, 1883	11.00
Can. [illegible]	Port Arthur	Ont	Nov. 6, 1883	Port Huron	Mich	Nov. 17, 1883	25.00
12249	Chestertown	Md	June 14, 1882	Buffalo	N. Y.	July 21, 1882	20.00
11087	Lawler	Iowa	July 7, 1884	Jersey City	N. J.	July 11, 1884	30.00
966	Morton	Ill	Jan. 10, 1885	Chicago	Ill	Feb. 6, 1885	16.00
742	Central City	Dak	Jan. 8, 1881	Detroit	Mich	Feb. 2, 1881	20.00
I. 4642	New York	N. Y.	Oct. 2, 1885	New York	N. Y.	Dec. 17, 1885	47.70
I. 4812	....do	N. Y.	Nov. 23, 1885	....do	N. Y.	Dec. 10, 1885	47.70
I. 4813	....do	N. Y.	...do	....do	N. Y.	....do	28.62
41183	Cedar Falls	Iowa	June 1, 1886	Kimball	Dak	June 7, 1886	6.00
9900	Clinton	Ky	Oct. 31, 1883	Frankfort	Ky	Nov. 2, 1883	1.90
3068	Angus	Iowa	June 22, 1886	Poplar Bluff	Mo	Aug. 2, 1886	9.90
31592	Station C, Washington.	D. C.	Aug. 25, 1886	Atlantic City	N. J.	Aug. 26, 1886	10.00

D.—*Statement of money-orders improperly paid on a forged signature, etc.*—Continued.

VI.—UNSETTLED—Continued.

(a) *Orders issued prior to July* 1, 1888—Continued.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
37096	Boulder	Colo	July 23, 1886	Denver	Colo	July 30, 1886	$4.73
16940	Silverton	Colo	Feb. 24, 1886	Durango	Colo		2.00
15806	Ennis	Tex	Feb. 8, 1883	Coleman	Tex	Feb. 13, 1883	50.00
10971	Boston	Mass	Aug. 15, 1867	New Brunswick	N. J.	Aug. 17, 1867	50.00
19607	Woodland	Cal	Feb. 21, 1867	Sacramento	Cal	Feb. 21, 1867	100.00
68375	Key West	Fla	Nov. 5, 1886	Monticello	N. Y.	Dec. 20, 1886	10.00
17231	New York	N. Y.	Aug. 28, 1885	North Division Station, Chicago.	Ill	Apr. 14, 1886	18.00
10901	Rockwood	Tenn	May 12, 1887	Chattanooga	Tenn	May 17, 1887	2.25
G. 76007	New York	N. Y.	Nov. 15, 1886	New York	N. Y.	Dec. 10, 1886	22.41
92035	do	do	May 12, 1887	Philadelphia	Pa	May 13, 1887	10.00
41600	Danville	Va	Sept. 5, 1887	Winston	N. C.	Sept. 6, 1887	5.15
42763	Station L, New York.	N. Y.		Rochester	N. Y.		12.00
68863	Leadville	Colo	Aug. 6, 1887	Pittston	Pa	Aug. 15, 1887	20.00
73949	Philadelphia	Pa	Feb. 4, 1888	Columbia	Tenn	Feb. 7, 1888	100.00
975	Glendale	Mont	June 10, 1884	Butte City	Mont	June 19, 1884	20.00
7149 7150 7151 7152 7153 7154 7155 7156	New York	N. Y.	July 30, 1887	New York	N. Y.	Aug. 2, 1887	362.52
82212	Shreveport	La	May 14, 1888	Bastrop	Tex	June 15, 1888	5.00
82570	do	do	June 2, 1888	do	do	July 5, 1888	5.00
L. 4362	West Chester	Pa	July 3, 1885	New York	N. Y.	July 5, 1885	38.16
6865	Burnet	Tex	June 19, 1888	El Paso	Tex	June 22, 1888	20.00
21291	Sacramento	Cal	Apr. 4, 1887	San Francisco	Cal	Apr. 5, 1887	60.00
34343	do	do	Apr. 21, 1888	do	do	Apr. 25, 1888	70.00
34765	do	do	May 4, 1888	do	do	May 7, 1888	100.00
35403	do	do	May 26, 1888	do	do	May 29, 1888	60.00
8796	Lander	Wyo	Dec. 9, 1887	Pittsburgh	Pa	Dec. 15, 1887	8.50
67392	Station F, New York.	N. Y.	June 15, 1888	Dallas	Tex	Sept. 22, 1888	60.00
7207	Moline	Ill	May 8, 1888	Chicago	Ill	May 12, 1888	3.55
43063	San Diego	Cal	May 2, 1887	San Luis Obispo	Cal	May 13, 1887	5.00
4158	Whatcom	Wash	June 22, 1888	Seattle	Wash	June 26, 1888	45.00
G. 81596	Berlin	Wis	Dec. 9, 1887	Osterode, Ost-Preussen.			5.00
	53 cases						1,681.31

(b) *Orders issued after June* 30, 1888.

28869	Williamsburgh Sta., Brooklyn.	N. Y.	Dec. 26, 1888	Cedar Rapids	Iowa	Dec. 29, 1888	$15.00
1027	Dripping Springs	Tex	July 7, 1888	Dallas	Tex	July 10, 1888	19.85
38481	New York	N. Y.	July 21, 1888	Kingston	Pa		30.41
51556	Junction City	Kans	Dec. 10, 1888	Kansas City	Mo	Dec. 11, 1888	17.00
56157	Mahanoy City	Pa	Dec. 27, 1888	New York	N. Y.	Dec. 31, 1888	25.00
4691	Dunlap	Kans	Jan. 1, 1889	Brookfield	Ohio	Jan. 15, 1889	5.00
19010	San Francisco	Cal	July 24, 1888	San José	Cal	July 25, 1888	100.00
31898	Kearney	Nebr	Jan. 10, 1889	Omaha	Nebr	Jan. 16, 1889	7.50
19602	Houma	La	Mar. 8, 1889	New Orleans	La	Mar. 11, 1889	27.50
83203	Rock Island	Ill	Jan. 14, 1889	Denver	Colo	Jan. 17, 1889	10.00
Can. 36241	Toronto	Can	Apr. 2, 1889	Washington	D. C.		
97300	San José	Cal	Oct. 15, 1888	Philadelphia	Pa	Nov. 1, 1888	1.40
58193	Goshen	Ind	Apr. 1, 1889	St. Joseph	Mich.	Apr. 1, 1889	2.75
58231	do	do	Apr. 3, 1889	do	do	Apr. 3, 1889	4.00
14804	Flushing	N. Y.	May 29, 1889	Sta. G, New York	N. Y.	May 29, 1889	15.00
70273	Seattle	Wash	Apr. 27, 1889	Kansas City	Mo	May 7, 1889	4.90
37350	Corpus Christi	Tex	July 7, 1888	Galveston	Tex	Oct. 4, 1888	40.00
66	Redfield	Kans	Dec. 17, 1888	Ulysses	Kans	Dec. 21, 1888	4.16
57827	Texarkana	Ark	May 9, 1889	Chicago	Ill	May 29, 1889	5.00
9161	Clarington	Ohio	Apr. 22, 1889	Cleveland	Ohio	May 9, 1889	3.00
25349	Farmington	Ill	Feb. 27, 1889	New York	N. Y.	Mar. 5, 1889	5.93
	21 cases						343.40
	Total, 74 cases						2,024.71

E.—*Number and ratio per thousand of each of twenty different grades of domestic money-orders paid at* 594 *first and second class offices and at* 133 *stations or branch offices during the month of March,* 1889.

Grades.	Orders of each grade paid.	Ratio per thousand of each grade paid.	Grades.	Orders of each grade paid.	Ratio per thousand of each grade paid.
Not exceeding $5	389,295	538	Over $55 and not exceeding $60	2,214	3
Over $5 and not exceeding $10	152,473	211	Over $60 and not exceeding $65	1,302	2
Over $10 and not exceeding $15	62,010	86	Over $65 and not exceeding $70	1,139	1
Over $15 and not exceeding $20	35,778	49	Over $70 and not exceeding $75	1,354	2
Over $20 and not exceeding $25	24,628	34	Over $75 and not exceeding $80	867	1
Over $25 and not exceeding $30	15,114	21	Over $80 and not exceeding $85	540	1
Over $30 and not exceeding $35	7,759	11	Over $85 and not exceeding $90	532	1
Over $35 and not exceeding $40	7,187	10	Over $90 and not exceeding $95	402	1
Over $40 and not exceeding $45	3,964	5	Over $95 and not exceeding $100	5,564	8
Over $45 and not exceeding $50	8,640	12			
Over $50 and not exceeding $55	2,362	3	Total	723,094	1,000

F.—*Number of international money-orders the repayment of which was authorized during the fiscal year ended June* 30, 1889.

Nationality.	Orders issued in the United States for payment abroad.	Orders issued in foreign countries for payment in the United States.	Total.	Nationality.	Orders issued in the United States for payment abroad.	Orders issued in foreign countries for payment in the United States.	Total.
Canadian	556	625	1,181	Tasmanian	1	6	7
British	897	965	1,862	Windward Islands	1	8	9
German	663	337	1,000	Japanese	4	13	17
Swiss	101	60	161	Cape Colony	2	10	12
Italian	99	57	156	Hawaiian	7	17	24
French	159	131	290	Queensland	.....	11	11
Jamaican	6	18	24	Leeward Islands	.....	8	8
New Zealand	13	25	38	Norwegian	20	12	32
New South Wales	11	25	36	Netherlands	7	9	16
Victorian	13	19	32	Danish	20	7	27
Belgian	21	29	50				
Portuguese	2	4	6	Total	2,685	2,407	5,092
Swedish	82	11	93				

CONVENTION BETWEEN THE POST-OFFICE DEPARTMENT OF THE UNITED STATES OF AMERICA AND THE POST-OFFICE DEPARTMENT OF THE COLONY OF NEWFOUNDLAND.

The Post Office Department of the United States of America and the Post Office Department of the Colony of Newfoundland, being desirous of establishing an exchange of Money Orders between the two countries, the undersigned, duly authorized for that purpose, have agreed upon the following Convention:

ARTICLE I.

The transfer of sums of money may be made by means of postal money orders from the Colony of Newfoundland to the United States, and from the United States to the Colony of Newfoundland.

ARTICLE II.

1. The money orders issued in the Colony of Newfoundland for payment in the United States, shall conform, as nearly as practicable, to model "A," hereto annexed, and the money orders issued in the United States for payment in the Colony of Newfoundland shall, in the same manner, conform to model "B," also hereto annexed.
2. Each money order shall be delivered to the remitter thereof to be forwarded by him at his own expense to the payee.
3. The filling up of the order, in writing, must be in the English language, and in Roman letters and Arabic numerals, without alteration or obliteration.
4. The maximum amount of each order is fixed at one hundred dollars.
5. No order shall contain a fraction of a cent.

ARTICLE III.

1. The service of the Postal Money Order System between the two countries shall be performed exclusively through the agency of offices of exchange. The office of exchange on the part of the United States shall be Bangor, Maine, and on the part of Newfoundland St. John's, Newfoundland.
2. Each of these offices of exchange shall, at the close of each week's business, make out in duplicate a certified list of all the money orders issued in its own country for payment in the other, the advices of which, received from its inland offices, shall have been stamped as genuine during such week. One copy of each of these lists shall be transmitted to the Superintendent of the Money Order System at Washington, D. C., and the other to the Postmaster General, St. John's, Newfoundland.
3. The above mentioned weekly lists when made out by the Newfoundland Exchange Office, shall conform to model "C", and when made out by the United States Exchange Office to model "D", both models being hereto annexed.
4. The weekly lists and also the entries shall be numbered consecutively throughout the fiscal year, beginning with number one on the first day of July, and ending with the last number included in the business of the year.
5. After the close of the quarter ending June 30th of each year supplementary lists may be sent, if occasion requires, containing an entry of every order issued during that quarter, the advices of which had not been previously certified.
6. Should it happen during any week that no advices of money orders have been received at an Exchange Office, a list must nevertheless be forwarded, but in such event, the words "No business" must be written across the list.
7. Each Department or Administration shall promptly acknowledge to the other the receipt of every list received from an Exchange Office in the other country, and shall, as soon after its receipt as possible, give notice of any errors which it may discover therein.

ARTICLE IV.

In the exchange of money orders between the two countries one dollar in Newfoundland money shall be taken as the equivalent of one dollar, one cent and four-tenths of a cent in United States money. This standard in either country shall be gold value. It is agreed that all differences in the value of money orders due to the difference in the moneys of the two countries, as established by this Article shall be adjusted by the Postal Administration of Newfoundland in the issue of money orders drawn upon the United States, and in the payment of money orders issued in the United States and drawn upon Newfoundland. In making such conversions a fraction shall be disregarded if it amount to less than half a cent; and one cent shall be added if the fraction amount to more than half a cent.

ARTICLE V.

1. A fee, to be fixed by the country of origin, shall be collected from the remitter upon each sum transmitted under this convention.

2. Each Administration shall communicate to the other the tariff or schedule of fees to be established by it under the provisions of this Article, and also any subsequent changes therein.

3. The person entitled to the payment of a money order issued in pursuance of this Convention shall not be subjected, under any pretext whatever, to any commission or tax on account of the payment of such order.

4. Each Postal Administration shall keep the fee which it receives for orders issued within its jurisdiction but shall pay to the other a commission of one half of one per centum upon the total amount of such orders and shall also refund to the Administration of the country of origin one half of one per centum on the amounts of all void orders and orders the repayment of which shall have been authorized.

ARTICLE VI.

1. Payment of a money order in pursuance of this Convention, can be exacted only at the paying post office named upon the order, but not until after the receipt by that office of the advice required by Article VIII hereof. But the Chief Office in either country may, at its discretion, cause a money order to be paid at an office other than that named upon the advice. Lists of such changes shall be sent to the Chief Office in the other country at such periods as may be mutually agreed upon between the two Administrations.

2. Each of the two Administrations reserves the right to authorize the transfer within its Territory by means of endorsements, of the ownership of orders originating in the Territory of the other.

ARTICLE VII.

1. The two Administrations shall designate, each for itself, the post offices which are authorized to issue and to pay money orders under the provisions of this Convention.

2. Each Administration shall furnish to the other before the first day of June, 1889, a list of the post offices within its jurisdiction authorized to issue and to pay such orders, and shall also promptly notify the other, in advance, of any changes that may subsequently be made in said list.

3. In the United States list shall be stated the County and State, and in the Newfoundland list the District in which each money order office is located.

ARTICLE VIII.

1. A post office in either country, which issues a money order payable in the other, is required to transmit, by the first mail after the issue thereof, through the agency of the Exchange Office in the country in which the order originated, to the post office charged with its payment, an advice corresponding in number, date, and amount to the order of which it forms a part.

2. Each advice must express legibly, and in written characters, the following, to wit: (*a*) The name of the issuing office. (*b*) The name of the office where payment is to be made, and also of the State or Territory if payable in the United States, and if payable in the Colony of Newfoundland of the District where such office is located. (*c*) The amount which is to be paid to the owner of the order in the country of destination. (*d*) The surname and the given name or names, or at least the initials of the latter, as well as the residence of the remitter and also of the payee. It will be sufficient, however, for the purpose to make use, in case of a business

house, of its business designation, and in case of a corporation or other organization, of the name of the manager, or authorized agent thereof.

3. Each advice from either country, if found correct, shall, in order to be valid, be stamped at the Exchange Office of the country of origin, with the date of its receipt at said office, and with a special number corresponding to that upon the lists described in Article III hereof.

4. The advices, after such stamping, shall be forwarded by the first mail after their receipt, in envelopes addressed to the postmaster of the office where payment is to be made.

5. The advices required by this Article shall, if issued in the Colony of Newfoundland, conform as nearly as practicable to model "A (1)", and if issued in the United States, to model "B (1)" both of which models are hereto annexed.

ARTICLE IX.

1. At the request of the paying office, a lost or missent advice will be replaced without delay by a duplicate thereof, to be issued by or through the agency of the Exchange Office which certified the original. The form of duplicate advice shall be prescribed by the Administration of the country in which the order originated, and such duplicate to be valid must bear the stamp of the Exchange Office.

2. Each application for a duplicate advice shall be made upon a blank conforming or analogous to model "E" hereto annexed, and must be forwarded to the Exchange Office in an envelope.

ARTICLE X.

The orders drawn by each country upon the other shall be subject, as regards payment, to the regulations which govern the payment of domestic orders in the country on which they are drawn.

ARTICLE XI.

1. The money orders issued in pursuance of this Convention shall be valid during a period of twelve months after the date of their issue.

2. After the expiration of that period the advice of an unpaid order shall be returned to the Administration of the country of origin, and the amount thereof shall be credited to and remain at the disposal of that Administration.

3. At the close of every month, each of the two Administrations shall forward to the other a detailed statement of all the orders which shall have become invalid during such month under this Article.

ARTICLE XII.

Orders lost or destroyed may be replaced by duplicates to be issued by the Administration of the country of payment.

ARTICLE XIII.

1. An order or a duplicate thereof, may be repaid to the remitter upon presentation at the issuing office, but only in case the corresponding advice is in the possession of the issuing postmaster. For this purpose, in case the advice has gone forward, it shall be returned by the paying to the issuing Administration upon the request of the latter.

2. The Administration of the country of origin will not therefore authorize repayment of lost, missent or destroyed orders until after the Administration of the country of destination shall have returned the advice, or shall have furnished a declaration that it has not paid the order, and will not pay it if presented.

3. The amounts of orders, the repayment of which shall have been authorized, shall be credited to the Administration of the country of origin, and for this purpose the Administration of the country of destination shall cause to be made out and forwarded at the close of each fiscal quarter, a detailed list of the advices of all orders originating in the other country, the repayment of which shall have been authorized during the quarter.

ARTICLE XIV.

1. Within six weeks after the close of each fiscal quarter, two copies of an account shall be prepared similar to model "F", hereto annexed, and transmitted to the Post Office Department of the United States by the Post Office Department of the Colony of Newfoundland, exhibiting the balance found due on the exchange of money orders

during the quarter, one copy of which, after proper verification and acknowledgment shall be returned to the Post Office Department of the Colony of Newfoundland. If this verified account shows a balance in favor of the Post Office Department of the Colony of Newfoundland, that of the United States will upon the return of such verified copy of the quarterly account deposit the amount of such balance to the credit of the Post Office Department of Newfoundland in any bank or banking house in the City of New York, N. Y., designated by the Colony of Newfoundland to receive the same; such deposit to be made in United States money at the rate fixed by Article IV. of the present Convention. The latter will then send an acknowledgment of receipt to the Post Office Department of the United States. If on the other hand, said account, after verification and acknowledgment as aforesaid, shows a balance in favor of the Post Office Department of the United States then the Post Office Department of the Colony of Newfoundland will upon receipt of the certified copy of the same, transmit to that of the United States a bill of exchange for the amount thereof on London, England, drawn in sterling money and payable to the order of the Postmaster General of the United States. The balance due the United States in United States money, as shown by the account shall for such purpose be converted into Sterling money at the rate of Four dollars and eighty-seven cents to the Pound Sterling. The United States Post Office Department will then send in return an acknowledgment of receipt.

2. If pending the settlement of an account, one of the two Postal Administrations shall ascertain that it owes the other a balance exceeding One Thousand dollars, the indebted Administration shall promptly remit or deposit the approximate amount of such balance to the credit of the other.

3. The expense attending the remittance of bills of exchange shall invariably be borne by the Post Office Department by which the payment is to be made.

4. Payments may also be made by deposits of money in, or by drafts or bills of exchange on, places other than London and New York, by mutual agreement between the two Departments.

ARTICLE XV.

The paid orders shall remain in the possession of the Administration which shall have paid them, but each of the two Administrations agrees to place, temporarily, at the disposal of the other, any paid order, the return of which shall have been requested.

ARTICLE XVI.

The two Postal Administrations may, by mutual agreement, make modifications if found expedient, in matters of detail connected with the execution of the provisions of the present convention in order to provide for greater security against fraud, or for the better working of the international system.

ARTICLE XVII.

Each of the two Administrations is empowered under extraordinary circumstances, which may be of a nature to warrant the measure, to suspend temporarily the money order service between the two countries, provided, however, that notice of such suspension be given to the other Administration immediately, and, if deemed necessary, by means of the telegraph.

ARTICLE XVIII.

The present Convention shall take effect on the first day of July, 1889, and shall remain in force until one year after one of the two contracting parties shall have notified the other of its intention to terminate it. During such final year the Convention shall continue to be fully and entirely executed, without prejudice to the adjustment and payment of the accounts after the expiration of the term in question.

Done in duplicate, and signed at Washington on the 10th day of April, in the year of our Lord One thousand eight hundred and eighty-nine, and at St. John's, Newfoundland, on the Thirtieth day of March, in the year of our Lord One thousand eight hundred and eighty nine.

(Signed) JOHN WANAMAKER,
Postmaster General of the United States.
[Seal of the Post Office Department of the United States.]

(Signed) JAMES OLIPHANT FRASER,
Postmaster General of Newfoundland.
[Seal of the General Post Office of Newfoundland.]

Model A.

MONEY ORDER. MANDAT D'ARGENT.

NEWFOUNDLAND.

No.

ST. JOHN'S. DATE _____ 188

Stamp of issuing office.

Timbre du bureau expéditeur.

Amount — [Montant.]

$ | cts.

PAY to the person mentioned in advice [PAYEZ à la personne mentionnée dans l'avis.]

_____ *Dollars* _____ *Cents.*

Postmaster.—[Maître de poste.]

To the Post-Office at } _____
[Au Bureau de Poste à] }

Stamp of paying office.

Timbre du bureau payeur.

RECEIVED the amount of the above order
[REÇU le montant du mandat ci-dessus.]

Signature _____

A money order payable in the United States will be paid according to the Regulations of the Department.

After once paying a money order, by whomsoever presented, the Post-Office will not be liable to any further claim.

The order is payable only if presented within twelve months from the date of its issue.

Le paiement d'un mandat tiré sur un bureau aux Etats Unis, sera fait d'après les règlements du Département.

Une fois qu'un mandat d'argent a été payé, qu'il ait été présenté par qui que ce soit, l'Administration Postale ne sera tenue à aucune réclamation ultérieure.

Le mandat est payable pendant douze mois à partir du versement des fonds.

[*Back of Model A.*]

The receipt on the other side must be signed in the manner there described.

Whoever presents the order for payment, whether the rightful owner or otherwise, must give full information as to the Christian name, surname, and address of the party who originally obtained it, unless such party be a firm, when the name of the firm, together with its address, will suffice. *The only exception to this rule is—*

When the order is presented through a bank of the town upon which it is drawn, in which case it will suffice that the order, being properly signed, be also crossed with the banker's name.

These instructions are intended to secure, as far as practicable, that payment be made to the rightful party; and postmasters have been instructed to enforce them, so far as a due regard to the public convenience will permit.

As, however, *after once paying a money order, by whomsoever presented, the Department will not be liable to any further claim*, the public is strictly cautioned—

1st. To take all means to prevent the loss of the money order.

2nd. To be careful on taking out a money order to state correctly the Christian name, as well as surname, of the person in whose favor it is drawn.

3rd. To see that the name and address of the person taking out the money order are correctly known to the person in whose favor it is drawn.

Neglect of these instructions will risk the loss of the money, besides leading to delay and trouble in obtaining payment.

Le reçu sur l'autre côté doit être signé de la manière indiquée.

Quiconque présente le mandat pour paiement, qu'il en soit le véritable propriétaire ou non, doit donner toutes les informations requises quant au nom de baptême, au surnom et à l'adresse de la personne qui l'a obtenu, hormis que ce soit pour une société; alors, dans ce cas, le nom de la société avec son adresse sera suffisant. *La seule exception à cette règle est:*

Lorsqu'un mandat est présenté par l'entremise d'une banque de l'endroit sur lequel il est tiré; dans ce cas il suffira que le mandat étant dûment signé, porte aussi en travers la signature du banquier.

Ces instructions ont pour but d'assurer, autant que possible, que le paiement soit fait au véritable propriétaire du mandat, et les maîtres de poste ont reçu l'ordre de les mettre en force tout en tenant compte des égards que l'on peut avoir pour la commodité du public.

Mais cependant comme *une fois que le mandat a été payé, qu'il ait été présenté par qui que ce soit, le Département ne sera tenu à aucune réclamation ultérieure*, le public est strictement averti:

1. De prendre toutes les précautions nécessaires pour prévenir la perte du mandat d'argent.
2. D'avoir soin, en obtenant un mandat d'argent, de spécifier correctement le nom de baptême, ainsi que le surnom de la personne en faveur de qui il est tiré.
3. De s'assurer que la personne en faveur de qui le mandat d'argent est tiré connait correctement le nom et l'adresse de la personne qui l'envoie.

Toute négligence à ces instructions peut entraîner la perte de l'argent, outre le délai et le trouble à en obtenir le paiement.

Model A1.

ADVICE OF MONEY ORDER. NEWFOUNDLAND. No. AVIS DE MANDAT D'ARGENT.

Stamp of issuing office.

Timbre du bureau expéditeur.

ST. JOHN'S.

Drawn by the above office, upon the post-office at
[Tiré par le bureau ci-dessus sur le bureau de poste à]

Date.
_____ 188-.

PROVINCE, STATE, OR COUNTRY.
[La Province, l'Etat ou le Pays.]

SUM OF THE ORDER. [SOMME DU MANDAT.]

_____ Dollars. _____ Cents.

THE PAYEE. [BÉNÉFICIAIRE.]
The person to whom the order is payable.
[La Personne à qui le mandat est payable.]

Amount. [Montant.]

$ cts.

Christian name—[Nom de baptême.] Surname—[Surnom.]

RESIDENCE OF PAYEE. [RÉSIDENCE DU BÉNÉFICIAIRE.]

Street and number. [Rue et numéro.] †	City or town. [Ville ou village.]	County, department, or canton. [Département ou canton.]

THE REMITTER. [L'ENVOYEUR.]
The person who purchased the order. [La personne qui a obtenu le mandat.]

Christian name—[Nom de baptême.]	Surname—[Surnom.]	Residence.

Stamp of paying office.

Timbre du bureau payeur.

Signature of postmaster who draws the order.
[Signature du maître de poste qui tire le mandat.]

This advice must be dated, stamped and signed by the postmaster who draws the order.

Cet avis doit être daté, timbré et signé par le maître de poste qui a tiré le mandat.

* Nothing is to be written in this space.
† The residence of the payee must be given *in full* in advices drawn on foreign countries.

* Il ne faut rien écrire dans cet espace.
† Il est très important que le lieu de résidence du bénéficiaire soit donné sur les avis dans tout le détail nécessaire.

[*Back of Model A1.*]

POST-OFFICE DEPARTMENT, NEWFOUNDLAND.

MONEY-ORDER ADVICE.

The Postmaster at _____

Model B.

UNITED STATES OF AMERICA.
ÉTATS UNIS D'AMÉRIQUE.

ARKAMA, PA. No.....

Stamp of Issuing Office.		Amount in figures, Somme en chiffres,
Timbre du bureau expéditeur.	INTERNATIONAL MONEY ORDER. MANDAT DE POSTE INTERNATIONAL.	United States money: Monnaie des États Unis: $
		Foreign money: Monnaie du pays étranger:

PAYABLE BY THE OFFICE AT— PAYABLE PAR LE BUREAU DE

.....

Pay to the person named in my letter of advice of this date, No. above designated, the sum of
Payez à la personne nommée dans ma lettre d'avis de ce jour, No. ci-dessus désigné, la somme de

Issued by the above-named post-office
Tiré par le bureau ci-dessus désigné, le ..... 188 .

.....
Postmaster.
L'agent des postes.

To the postmaster at A Monsieur l'agent des postes à	Stamp of paying office. Timbre du bureau payeur.

Received the amount of the above order at .....
Reçu le montant du mandat ci-dessus à le ....., 188 .
Signature of the person to whom the order is paid.
Signature de la personne à qui le mandat est payé.
.....

Neither the issuing nor the paying postal administration is liable to any claim for an order which has once been paid.
Le paiement d'un mandat de poste, une fois effectué, ne donne lieu à aucun recours, soit contre l'administration qui a émis le mandat, soit contre celle qui l'a payé.

[Back of Model B.]

N. B.—This money-order is subject, as regards payment and transfer by indorsement, to the existing laws and regulations which govern the transfer and payment of money-orders in the country upon which it is drawn.
Le present mandat est sujet, à l'égard du paiement et de la transmission par voie d'endossement, aux lois et aux règlements qui gouvernent la transmission et le paiement des mandats dans le pays sur lequel il est tiré.
It is payable if presented before the expiration of twelve months from the date of its issue.
Il est payable pendant douze mois à partir du versement des fonds.

(SPACE FOR INDORSEMENT, IF ANY.)
(CADRE RÉSERVÉ AUX ENDOSSEMENTS, S'IL Y A LIEU.)

If this money order is drawn on Germany or on Italy it is of no value, except as a receipt to the remitter for the amount of money deposited by him.
The same amount will be paid to the payee upon another order, of different form, transmitted to him either by the Exchange Office at New York, or by that of Turin, as the case may be.

Every defective order should be delivered to the post-office at which it is payable, and a receipt taken therefor. Such order is to be transmitted by the postmaster of that office to his postal administration, which will cause the defects to be remedied.
Tout mandat irrégulier doit être déposé, contre reçu, dans le bureau où il est payable; par les soins de ce bureau il est transmis à l'administration, qui se charge de sa régularisation.
Orders missent, lost, or destroyed are replaced by authorizations for payment, which must be delivered only after it has been ascertained that the original orders have not been paid nor repaid. These authorizations are subject to the same conditions of payment as the orders themselves.
Les mandats égarés, perdus ou détruits sont remplacés par des autorisations de paiement, qui peuvent être délivrées seulement après constatation que les mandats n'ont été ni payés, ni remboursés. Ces autorisations sont soumises aux mêmes conditions de paiement que les mandats.

Model B 1.

UNITED STATES OF AMERICA.

ÉTATS UNIS D'AMÉRIQUE.

ARKAMA, PA. No.....

Stamp of Issuing Office.	ADVICE	Amount in figures, Somme en chiffres,
Timbre du bureau expéditeur.	OF	United States money: Monnaie des États Unis:
	INTERNATIONAL MONEY ORDER.	$
	AVIS	Foreign money: Monnaie du pays étranger:
	D'ÉMISSION	
	D'UN MANDAT DE POSTE INTERNATIONAL.	

Drawn by the above-named office on the } Tiré par le bureau ci-dessus désigné, le } .....day of.....188,

upon the post office at } sur le bureau de } ..... for the sum of } pour la somme de

THE PAYEE, viz: The person to whom the order is payable.
BÉNÉFICIAIRE: La personne au profit de qui le mandat est tiré.

Given name (prénoms).	Surname (nom).

RESIDENCE OF THE PAYEE. RÉSIDENCE DU BÉNÉFICIAIRE.		
Street and number. Rue et numéro.	City or town. Ville ou village.	Department, canton, or county. Département ou canton.

THE REMITTER, viz: The person who purchased the order.
L'ENVOYEUR: La personne qui a versé l'argent.

Given name (prénoms).	Surname (nom).

RESIDENCE OF THE REMITTER. RÉSIDENCE DE L'ENVOYEUR.		
Street and number. Rue et numéro.	City or town. Ville ou village.	State. État.

.....
Postmaster.
L'agent des postes.

This advice should be dated, signed, and stamped by the postmaster who issues the order, and stamped upon its receipt by the postmaster of the office upon which it is drawn.
Cet avis doit être daté, signé, et timbré par l'agent des postes qui a tiré le mandat, et timbré, dès sa réception.

Stamp of Paying Office.
Timbre du bureau payeur.

[*Back of Model B* 1.]

INTERNATIONAL, No.....

INDORSEMENT OF UNITED STATES EXCHANGE OFFICE.

To the Postmaster at

.....

.....

.....

Model C.

LIST NO. ——

SHEET NO. ——

Weekly list of money-orders issued in the Colony of Newfoundland, the advices of which have been certified during the week ended ——, 188—, by the postmaster at the International exchange office at St. Johns, for payment in the United States.

International exchange office.		Where issued.				Name of remitter.	Payee.			Where payable.		Amount of order.		Date of payment.	Remarks.
								Residence.							
Number.	Date.	Number.	Date.	Post-office.	Province.		Name.	Post-office address.	State.	Post-office.	State.	Dollars.	Cents.		

I certify that the foregoing is a correct list of all the money-orders issued in the Colony of Newfoundland, the advices of which have been received and certified by me during the week ended ——, 188—, for payment in the United States (being from International No. —— to No. ——, inclusive), amounting in the aggregate to —— dollars —— cents.

—— ——,

Postmaster at Exchange Office.

(No. 6425a.)

[Letter of inquiry and second advice—Newfoundland—International.]

LETTER OF INQUIRY.

To be used: { 1. To obtain duplicate advice. 2. To correct discrepancy in amount between advice and order. 3. To correct error in name of payee.

In either of the two cases last mentioned the exchange postmaster should forward one of these forms indicating the correction made, to the Postal Department of the paying country.

PARTICULARS OF ADVICE.	PARTICULARS OF ORDER.
No. ..... Amount, $.....	No. ..... Amount, $.....
Date, ..., 188 .	Date, ..., 188 .
Issued at	Issued at .....
Certified at	
Remitter, ...	When an advice is missing, the Postmaster
Residing at	drawn on will pass his pen through the space
Payee, ...	headed "Particulars of advice."
Residing at	

Stamp of office drawn on.

MONEY-ORDER OFFICE,

.....

....., 188 .

SIR:

The above-described money-order, drawn on this office, can not be paid, for the reason that .....

.....

.....

.....

.....

To Postmaster of exchange office at .....

.....

.....

Postmaster drawn on.

REPLY.

When the exchange office can not supply the desired information this form is to be sent to the issuing office with the request that the same be filled in and returned to the exchange office, to be forwarded to that of payment.

CORRECTED PARTICULARS, OR SECOND ADVICE OF NEWFOUNDLAND INTERNATIONAL MONEY-ORDER.

Inland number, ...

Date, ..., 188 .

Amount, $ .....

Issued at .....

Payable at .....

Remitter, ...

Residing at .....

Payee, ...

Residing at .....

International number, ...

Exchange office at .....

Date of list, ...

Stamp of Issuing Office

Stamp of Exchange Office.

.....

Exchange Postmaster.

The second advice must be signed and stamped by the exchange postmaster and forwarded by him to the paying office.

The date written in the advice must be the date of issue of the money-order, while the date stamped must be that on which the second advice is dispatched.

Model D.

LIST No. ———.
SHEET No. ———.

Weekly list of money-orders issued in the United States, the advices of which have been certified during the week ended ———, 188–, *by the Postmaster of International Exchange Office at Bangor, Maine, for payment in the Colony of Newfoundland.*

International Exchange Office.		Where issued.				Name of remitter.	Payee.			Where payable.		Amount of order.		Date of payment.	Remarks.
								Residence.							
Number.	Date.	Number.	Date.	Post-office.	State.		Name.	Post-office address.	Province.	Post-office.	Province.	Dollars.	Cents.		

I certify that the foregoing is a correct list of all the Money-Orders issued in the United States, the advices of which have been received and certified by me during the week ended ——— 188–, for payment in the Colony of Newfoundland (being from International No. —— to No. —— inclusive) amounting in the aggregate to ——— dollars and —— cents.

Postmaster at Exchange Office.

Account of the exchange of money-orders between the Colony of Newfoundland and the United States during the quarter ended ————, 188–.

Orders issued in the Colony of Newfoundland.						Orders issued in the United States.					
Number of list.	Date of list.	International numbers of orders.		Amount of each list.		Number of list.	Date of list.	International numbers of orders.		Amount of each list.	
		From.	To.	Dollars.	Cents.			From.	To.	Dollars.	Cents.
Total.....						Total.....					

List of orders which have become void during the quarter.

Issued in the Colony of Newfoundland.						Issued in the United States.					
Inland number.	International.			Amount of order.		Inland number.	International.			Amount of order.	
	Number.	List.					Number.	List.			
		Number.	Date.	Dollars.	Cents.			Number.	Date.	Dollars.	Cents.
To credit of Newfoundland Postal Department.....						To credit of United States Postal Department.....					

List of orders repayment of which to the remitter in the country of issue has been authorized during the quarter.

Issued in the Colony of Newfoundland.					Issued in the United States.				
International.			Amount of order.		International.			Amount of order.	
Number.	List.				Number.	List.			
	Number.	Date.	Dollars.	Cts.		Number.	Date.	Dollars.	Cts.
To credit of Newfoundland Postal Department.					To credit of United States Postal Department.				

BALANCE.

To credit of Newfoundland Postal Department.					To credit of United States Postal Department.				
	Dolls.	*Cts.*	*Dolls.*	*Cts.*		*Dolls.*	*Cts.*	*Dolls.*	*Cts.*
Amount of international orders issued in the United States					Amount of international orders issued in the Colony of Newfoundland				
Amount of void orders of Newfoundland issue, as per list					Amount of void orders of United States, issue, as per list				
Amount of international orders issued in the Colony of Newfoundland, repayment of which has been authorized during the quarter, as per list					Amount of international orders issued in the United States, repayment of which has been authorized during the quarter, as per list				
One-half of one per cent. on above					One-half of one per cent. on above				
Total					Total				
United States credit to be deducted					Newfoundland credit to be deducted				
Balance to credit of Newfoundland Postal Department					Balance to credit of United States Postal Department				
Paid on account by the Postal Department of the United States					Paid on account by the Postal Department of the Colony of Newfoundland				
	Dolls.	*Cts.*				*Dolls.*	*Cts.*		
Balance remaining					Balance remaining				

Model F.

ST. JOHN'S, ---------- 188—

The within account exhibits a total balance of $--------, which, after deduction of the payments on account, as herein stated, leaves a balance remaining of $-------- due the Postal Department of the ----------

The above statement of account is accepted, with a balance of $-------- due the Postal Department of the ----------

---,

Auditor of the Treasury for the Post-Office Department.

WASHINGTON, D. C., ----------, 188--.

The payment on account of ---------- having been receipted by special vouchers, the receipt of the balance of $------- remaining is hereby acknowledged.

---,

---.

---,

----------, 188 .

REPORT

OF THE

SUPERINTENDENT OF FOREIGN MAILS

TO THE

POSTMASTER-GENERAL

FOR

1889.

901

REPORT

OF

THE SUPERINTENDENT OF FOREIGN MAILS.

POST-OFFICE DEPARTMENT,
OFFICE OF FOREIGN MAILS,
Washington, D. C., October 26, 1889.

SIR: I have the honor to submit the following report of the principal operations in connection with the foreign mail service for the fiscal year ended June 30, 1889.

From Table (A) immediately following, showing the weights of the mails dispatched by sea to foreign countries, and the percentage dispatched to each of the countries named therein, it will be seen that the aggregate weights of said mails were:

	Grams.	Pounds.
Letters and post cards	309,810,196 =	683,131
Other articles	1,554,975,505 =	3,428,721
Total		4,111,852

Of which, the mails for transatlantic destinations comprised:

	Grams.	Pounds.	Per cent.
Letters and post cards	278,288,824 =	613,627	(89.82)
Other articles	1,150,992,404 =	2,537,938	(74.02)
Total		3,151,565	

And that of the transatlantic mails, the mails for Great Britain consisted of:

	Grams.	Pounds.	Per cent.
Letters and post cards	118,682,419 =	261,695	(42.65)
Other articles	584,119,984 =	1,287,985	(50.75)
Total		1,549,680	

The mails for Germany:

	Grams.	Pounds.	Per cent.
Letters and post cards	58,006,952 =	127,905	(20.84)
Other articles	234,361,869 =	516,768	(20.36)
Total		644,673	

The mails for France:

	Grams.	Pounds.	Per cent.
Letters and post cards	18,422,561 =	40,622	(6.62)
Other articles	90,179,866 =	198,847	(7.84)
Total		239,469	

with each of which countries there is direct steam-ship communication, leaving as the weights of the mails for all other transatlantic destinations—

	Grams.	Pounds.	Per cent.
Letters and post cards	83,176,692	=183,405	(29.89)
Other articles	242,330,685	=534,339	(21.05)
Total		717,744	

A.—*Statement showing the net weights and percentage of the mails dispatched by sea to foreign countries during the fiscal year ended June 30, 1889.*

TRANSATLANTIC SERVICE.

Countries.	Letters and post cards.	Per cent.	Other articles.	Per cent.
	Grams.		*Grams.*	
Great Britain	118,682,419	42.65	584,119,984	50.75
Austria	11,105,350	3.99	26,049,405	2.26
Belgium	3,029,871	1.09	17,880,120	1.55
Denmark	4,477,575	1.61	9,772,195	.85
France	18,422,561	6.62	90,179,866	7.84
Germany	58,006,952	20.84	234,361,869	20.36
Italy	13,986,870	5.03	47,058,330	4.09
Netherlands	3,337,725	1.20	12,429,940	1.08
Norway	9,481,530	3.41	17,578,435	1.53
Portugal	975,385	.35	2,959,685	.26
Russia	9,345,525	3.36	11,653,860	1.01
Spain	2,318,900	.83	14,829,345	1.29
Sweden	19,304,416	6.94	49,863,060	4.33
Switzerland	5,080,470	1.82	25,690,755	2.23
Turkey	733,020	.26	6,558,785	.57
Africa (west coast direct)	255	.....	6,770	.....
Totals	*278,288,824		†1,150,992,404	

*Or 613,627 pounds. †Or 2,537,938 pounds.

TRANS-PACIFIC AND MISCELLANEOUS SERVICE.

Japan	2,925,591	9.28	31,730,221	7.85
Hong-Kong	1,734,014	5.50	5,356,882	1.33
United States consul, Shanghai	649,934	2.06	10,850,188	2.69
Cochin China	5,711	.02	56,808	.01
Java	9,049	.03	44,715	.01
Manila	73,793	.23	1,069,444	.26
Singapore	19,238	.06	404,832	.10
Siam	5,780	.02	131,727	.03
Australian Colonies	3,126,151	9.92	92,915,642	23.00
Hawaii	1,917,721	6.08	22,317,619	5.52
Samoa	174,853	.55	2,061,116	.51
Tahiti	70,811	.22	1,222,391	.30
New Caledonia	14,405	.05	181,924	.05
Marquesas and Marshall Islands	5,784	.02	170,144	.04
Cuba	3,572,984	11.34	34,417,023	8.52
Porto Rico and St. Thomas via Cuba	168,675	.54	2,654,450	.66
Porto Rico and St. Thomas direct	199,530	.64	1,384,390	.34
Bahamas	279,020	.89	3,193,981	.79
Bermuda	772,585	2.45	7,678,750	1.90
Jamaica	706,970	2.24	7,552,840	1.88
Hayti	456,525	1.45	4,526,629	1.12
San Domingo	183,050	.58	3,405,190	.84
St. Thomas	482	.....	623	.....
Turks Islands	39,845	.13	291,230	.07
Windward Islands	1,340,800	4.25	12,882,440	3.19
Brazil	1,214,604	3.85	17,635,562	4.37
Uruguay	183,110	.58	4,133,725	1.02
Argentine Republic	734,292	2.33	15,426,607	3.82
Paraguay	12,760	.04	417,100	.10
Mexico	1,270,063	4.03	12,985,765	3.21
British Honduras	232,090	.74	1,702,860	.42
Costa Rica	518,572	1.65	6,195,302	1.53
Guatemala	727,594	2.31	9,175,129	2.27
Nicaragua	519,876	1.65	6,109,516	1.51
Republic of Honduras	421,215	1.34	5,228,043	1.29
Salvador	331,729	1.05	5,291,305	1.31

A.—*Statement showing the net weights and percentage of the mails dispatched by sea to foreign countries, etc.*—Continued.

TRANS-PACIFIC AND MISCELLANEOUS SERVICE—Continued.

Countries.	Letters and post cards.	Per cent.	Other articles.	Per cent.
	Grams.		*Grams.*	
Venezuela	1,016,070	3.22	13,256,765	3.28
Curaçoa	312,880	.99	1,681,785	.42
Republic of Colombia	1,512,475	4.80	20,546,964	5.09
Bolivia	59,410	.16	1,594,800	.39
Ecuador	339,738	1.08	4,034,281	1.00
Peru	595,254	1.89	11,260,263	2.79
Chili	705,741	2.24	15,569,985	3.85
British Columbia	1,145,252	3.63	4,233,838	1.05
Nova Scotia	932,594	2.96	.....	.....
Newfoundland	55,140	.18	499,245	.12
St. Pierre and Miquelon	5,955	.02	33,215	.01
Totals	*31,521,372	.....	†403,983,101	.....
Aggregate	‡309,810,196	.....	§1,554,975,505	.....

*Or 69,504 pounds. †Or 890,783 pounds. ‡Or 683,131 pounds. §Or 3,428,721 pounds.

A comparison of the foregoing Table with the similar Table furnished with the report for last year, shows the weights of the mails to have increased as follows, viz:

	1889.		1888.		Increase.		
Transatlantic:							
Letters and post-cards	*Grams.* 278,288,824	*Pounds.* 613,627	*Grams.* 263,550,944	*Pounds.* 581,130	*Grams.* 14,737,880	*Pounds.* 32,497	*Per cent.* 5.59
Other articles	1,150,992,404	2,537,938	1,024,887,367	2,259,877	126,105,037	278,061	12.30
Other destinations:							
Letters and post-cards	31,521,372	69,504	28,337,078	62,483	3,184,294	7,021	11.24
Other articles	403,983,101	890,783	346,083,996	763,115	57,899,105	127,668	16.73
Aggregate:							
Letters and post-cards	309,810,196	683,131	291,888,022	643,616	17,922,174	39,518	6.14
Other articles	1,554,975,505	3,428,721	1,370,971,363	3,022,992	184,004,142	405,729	13.42

The following Table (B) shows the weights of the mails conveyed and the amount of compensation received by each of the different lines of steamers, as well as which are of United States, and which of foreign register; and Table (C) shows the weights of the foreign closed mails forwarded from the United States by the different lines of steamers, and the compensation paid to each line for their conveyance.

B.—Statement showing the net weights of the United States mails conveyed, and the rate and amount of compensation received therefor, by the steamers appointed to transport the mails to foreign countries.

(1.) Vessels of United States registry receive $1.60 per pound for letters and post cards, and 8 cents per pound for other articles. (2.) Vessels of foreign registry, 5 francs per kilogram (about 44 cents per pound) for letters and post cards, and 50 centimes per kilogram (about 4½ cents per pound) for other articles.

2.205 pounds = 1 kilogram.

Transatlantic service.

Name of line.	Registry.	Letters.	Prints.	Compensation.
		Grams.	*Grams.*	
North German Lloyd	(2) Foreign	140,785,809	546,890,013	$188,623.19
Cunard (New York)	do	71,812,873	321,379,476	100,312.53
Liverpool and Great Western	do	19,897,039	93,268,181	28,201.02
General Transatlantic*	do	17,688,268	81,865,801	24,959.20
Hamburg American	do	10,575,897	48,320,662	14,868.69
White Star	do	9,882,168	29,426,707	12,375.97
Inman†	do	5,138,608	19,277,102	8,642.93
Anchor	do	1,552,858	4,316,572	1,915.06
Cunard (Boston)	do	938,962	6,214,450	1,605.79
Red Star*	do	10,006	7,595	19.75
Netherlands Steam Navigation Company*	do	4,065	2,620	3.26
Thingvalla	do	1,765	16,395	3.29
American	(1) United States	311	.....	1.10
Steamer Nithsdale (to Africa)	(2) Foreign	255	6,770	.90
Totals		278,288,824	1,150,992,404	$379,642.68

* Settled for in account of balances due foreign countries.
† 9,330 grams of letters and 230 grams of prints conveyed by American steamer "*Ohio*."

Trans-Pacific service.

VESSELS OF UNITED STATES REGISTER (1).

Name of line.	Letters.	Prints.	Letters.	Prints.	Compensation.
	Grams.	*Grams.*	*Pounds.*	*Pounds.*	
Oceanic: San Francisco to Australian colonies, etc.*†	4,107,183	105,230,926	9,056	232,124	$35,586.96
Oceanic: San Francisco to Hawaii direct	445,800	4,515,499	983	9,956	2,369.72
Pacific Mail: San Francisco to Japan	2,814,465	25,605,936	6,206	56,481	14,446.32
Pacific Mail: Inward	107,495	226,099	237	498	419.13
Totals	7,474,943	135,578,460	16,482	299,059	$52,821.73

* Three trips by foreign vessels under above payments.
† Compensation at $20,000 per year up to November 17, 1888, and from November 18, 1888, at $50,000 per annum, less $1,000 for each trip performed by a foreign steamer for the remainder of the fiscal year

VESSELS OF FOREIGN REGISTER (2).

Name of line.	Letters.	Prints.	Compensation.
	Grams.	*Grams.*	
Occidental and Oriental: San Francisco, Japan, etc	2,662,369	25,045,813	$4,986.11
Occidental and Oriental: Inward	114,062	244,248	133.64
Oceanic: San Francisco to Hawaii	624,259	6,722,944	1,251.18
Oceanic: Inward; Australian colonies to San Francisco*	276,270	.....	368.36
Canadian Pacific: San Francisco to Japan, etc	2,164	.....	2.09
Totals	3,679,124	32,013,005	$6,741.38

* Paid at 2 cents per letter rate.

Miscellaneous service.

VESSELS OF UNITED STATES REGISTER (1).

Name of line.	Letters.	Prints.	Letters.	Prints.	Compensation.
	Grams.	*Grams.*	*Pounds.*	*Pounds.*	
ıil, New York to Republic of Co- ɜtc.	3, 661, 050	63, 745, 245	8, 072	140, 558	$24, 160. 84
il, San Francisco to Republic of ɜ, etc.	608, 238	4, 062, 421	1, 341	8, 957	2, 982. 47
ıil, inward service	*2, 823		62		56. 46
ast, San Francisco to British Co- lumbia	230, 526	4, 233, 838	508	9, 335	219. 28
ast, San Francisco to Mexico	56, 213	929, 226	124	2, 049	362. 24
and Mexican, San Francisco to Mexico	14, 989	206, 365	33	455	89. 28
ilway and Navigation Company, ɔcisco to Victoria, B. C.†	914, 826		2, 017		891. 58
w York to Hayti and San Domingo	258, 200	3, 989, 585	569	879	1, 614. 70
: Haustedt, New York to Hayti Domingo	600	14, 045	1	31	4. 59
Haytien Republic, New York to d Turks Islands	17, 390	254, 760	38	562	106. 29
t & Co., New York to Hayti and ingo	4, 540	25, 820	10	57	20. 57
ustin, New York to Hayti and lands	2, 785	16, 530	6	36	12. 74
New York to Venezuela and Dutch lies	1, 047, 610	11, 549, 490	2, 309	25, 466	5, 733. 31
: and Cuba Mail, New York to a	66, 645	300, 675	146	662	288. 17
: and Cuba Mail, New York to a	228, 755	1, 881, 600	504	4, 148	1, 138. 97
: and Porto Rico, New York to o	33, 225	158, 280	73	349	145. 13
ɜtes and Brazil Mail, New York to ɜ	2, 102, 553	35, 743, 207	4, 635	65, 013	13, 722. 90
, New Orleans to Central America	717, 410	7, 913, 180	1, 582	17, 448	3, 926. 91
ew Orleans to Cuba	49, 995	241, 270	110	532	218. 96
ew Orleans to Mexico	20, 730	22, 230	45	49	77. 05
ew Orleans to Central America	146, 120	1, 188, 480	332	2, 620	725. 16
ıneer, New Orleans to Honduras ɜtemala	102, 985	1, 504, 420	227	3, 317	628. 71
	10, 268, 520	137, 907, 902	22, 744	282, 523	$57, 006. 31

ɜtters (not grams), at 2 cents per letter. †Compensation at one cent per letter.

VESSELS OF FOREIGN REGISTER (2).

Name of line.	Letters.	Prints.	Compensation.
	Grams.	*Grams.*	
ɔ.: New York to Argentine Republic, Uruguay, and y	33, 125	677, 505	$97. 34
and Cuba Mail: New York to Bahamas	232, 185	2, 665, 325	481. 26
man: New York to Bahamas	15, 200	3, 406	14. 99
ew York to Bermuda and Windward Islands	1, 425, 230	13, 853, 815	2, 712. 24
New York to Brazil	65, 899	485, 768	110. 47
w York to Brazil	114, 605	571, 065	165. 70
: New York to Brazil	224, 011	4, 427, 839	643. 45
and Central American: New York to Central a	161, 270	2, 429, 975	390. 12
ɔh West India Mail: New York to Hayti, Curaçoa, ɜzuela*	77, 460	250, 749	98. 94
w York to Hayti, Jamaica, etc	1, 107, 800	11, 106, 335	2, 140. 79
Power & Co.: New York to Hayti	1, 220	9, 405	2. 08
stin: New York to Hayti and Turk's Islands	960	14, 950	2. 37
ew York to Jamaica, etc	85, 345	1, 145, 900	192. 94
New York to Mexico	9, 580	63, 255	15. 35
and Yucatan: New York to Mexico	905	19, 250	2. 73
ansatlantic: New York to Mexico	10, 960	200, 825	29. 96
ew York to Porto Rico	83, 025	486, 710	127. 10
and Porto Rico: New York to Porto Rico	84, 570	765, 035	155. 50
New York to Venezuela and Curaçoa	232, 455	2, 377, 480	453. 75
New York to Venezuela	16, 625	349, 220	49. 74
: NewYork to Venezuela and Windward Islands	43, 585	487, 455	89. 10
d West India: New York to Windward Islands	228, 120	2, 145, 410	427. 17

* Settled for in account of balances due foreign countries.

Miscellaneous service—Continued.

VESSELS OF FOREIGN REGISTER (2)—Continued.

Name of line.	Letters.	Prints.	Compensation.
	Grams.	*Grams.*	
Royal Mail: New Orleans to Central America	100,215	1,107,840	$203.61
Costa Rica and Honduras: New Orleans to Central America	281,962	3,418,867	602.02
New Orleans and Central American: New Orleans to Central America	25,599	263,670	50.15
Oteri's Pioneer: New Orleans to Central America	41,930	417,530	80.74
Earn: Philadelphia to Cuba	27,034	350,424	59.91
Steamer *Allejandro*: San Francisco to Mexico	3,872	57,705	9.31
Canada-Atlantic: Boston to Nova Scotia	77,140	.....	59.70
Yarmouth: Boston to Nova Scotia	471,410	.....	427.97
Boston, Halifax and Prince Edward Island: Boston to Nova Scotia	384,044	.....	303.05
Totals	5,677,341	50,153,313	$10,199.55

C.—*Statement showing the net weights of the closed mails of foreign origin forwarded, and the amounts paid by this Department to the steamers which conveyed them from the United States.*

[Compensation at the rate of 5 francs per kilogram for letters and post cards, and 50 centimes per kilogram for other articles.]

TRANSATLANTIC SERVICE.

Name of line.	Letters.	Prints.	Compensation.
	Grams.	*Grams.*	
North German Lloyd	12,907,955	38,586,090	$16,179.73
Cunard	6,365,494	17,514,933	7,832.90
Liverpool and Great Western	2,224,073	6,586,005	2,779.85
White Star	785,724	2,827,922	1,031.12
Inman	540,455	1,597,650	675.71
Hamburg-American	369,306	932,683	446.38
Anchor	121,875	317,803	148.28
General Transatlantic*	1,006,301	3,969,856	1,354.17
Totals	†24,321,183	‡72,312,942	$30,448.14

*Settled for in account of balances due foreign countries. †Or 53,628 pounds. ‡Or 159,450 pounds.

MISCELLANEOUS SERVICE.

Pacific Mail	153,032	3,163,489	$452.95
New York and Cuba Mail	129,820	2,566,618	372.96
Red "D" Line	51,342	418,157	89.89
Clyde	33,711	409,455	72.05
Quebec Steamship Company	15,213	129,605	27.19
Atlas	11,432	37,816	14.68
Royal Dutch West India Mail*	6,133	45,340	10.29
Honduras Central American	4,591	4,830	4.89
Atlantic and West India	3,989	8,880	4.70
United States and Brazil Mail	2,331	9,166	3.13
Anchor	390	1,110	.48
Christall's Line	98	708	.16
Steamer Haytien Republic	1,442	36,140	4.88
Steamer James Watt	678	8,262	1.45
Totals	†414,202	‡6,839,576	$1,059.70

*Settled for in account of balances due foreign countries. †Or 913 pounds. ‡Or 15,081 pounds.

COST OF THE SERVICE.

The sums reported for payment on account of the sea transportation of the mails dispatched to, and received from foreign countries during the fiscal year—including the amounts credited in the general postal accounts to foreign Governments for the conveyance of United States mails by steamers subsidized by said Governments, as follows, viz:

To France, for services of steamers of the General Trans-Atlantic Line from New York to Havre	$24,959.20
To Belgium, for services of steamers of the Red Star Line from Philadelphia to Antwerp	19.75
To the Netherlands, for services of steamers of the Netherlands Steam Navigation Company, from New York to Amsterdam and Rotterdam	3.26
And also paid to the Panama Railroad Company for the transportation by railway, from Aspinwall to Panama, of United States mails for the west coast of Central and South America	8,989.49

Amounted to $515,401.14, distributed as follows:

Trans-Atlantic service		$379,642.68
Trans-Pacific:		
Vessels of United States register	$52,821.73	
Vessels of foreign register	6,741.38	
		59,563.11
Miscellaneous service (Canada, Mexico, Central and South America, and the West India Islands):		
Vessels of United States register	57,006.31	
Vessels of foreign register	10,199.55	
		67,205.86
The Panama Railroad Company		8,989.49
		$515,401.14

To this must be added, in order to show the total cost of the service, the following items, viz:

Amount paid to steam-ship companies for the sea conveyance from the United States of closed mails of foreign origin		$30,143.38
Amount paid to foreign countries for the intermediary transit of closed mails of United States origin		109,702.00
And for open-mail matter of United States origin		28,865.82
The expenses of the United States postal agencies—		
at Panama, Colombia	$853.59	
and Shanghai, China	1,911.84	
		2,765.43
And this Department's share of maintaining the International Bureau at Berne, Switzerland, including subcription to the Journal L'Union Postale		664.73
Making the aggregate cost of the service		$687,542.50
From this aggregate must be deducted the amount received by this Department for the intermediary transit of closed mails of foreign origin (including $58,102.43 received for the transcontinental transportation between New York and San Francisco of closed mails passing between Great Britain and the Australasian colonies)	$130,723.78	
For the intermediary transit of open mail-matter of foreign origin	35,216,69	
And the amount collected as box rents at the United States postal agency at Shanghai	264.00	
		166,204.47
Leaving the actual net cost of the service		$521,338.03

From the postmasters' reports, which form the basis of Table D, it appears that of the aggregate sum of $2,343,923.27 estimated in said Table to have been received by this Department as postage on articles exchanged with all foreign countries, the postage collected on the arti-

cles exchanged with foreign countries *other than Canada and Mexico*, amounted to $1,728,743.17, or more than three times the net cost of the service.

While, as before stated, the estimates in Table D can not be considered as accurate, yet when there is opportunity to place them in comparison with exact data (as for instance in Table A), they are found to be approximately correct; and, consequently, there can be no question that during the last fiscal year the receipts largely exceeded the expenditures on account of the foreign mail service, *exclusive* of the expense attendant upon the transportation of the articles in our domestic service—that is to say, between the United States *exchange* post-offices and the United States post-offices at which the articles were mailed or delivered.

ESTIMATE FOR THE FISCAL YEAR 1890-1891.

The amounts estimated as necessary to be appropriated for the fiscal year ending June 30, 1891, are as follows, viz:

For the sea transportation of the mails, including foreign closed mails; the railway transit across the Isthmus of Panama; the cost of maintaining the United States postal agency at Shanghai, and for contingencies	$664,000
For balances due foreign countries, including the United States' share of the expenses of the international bureau of the Universal Postal Union, and for this Department's subscription for the monthly journal (L'Union Postale) of that bureau, and contingencies	161,000
Total	$825,000

The foregoing estimate is based upon the percentage of increase of the business of this fiscal year over that of the fiscal year ended June 30, 1888, as follows:

Paid to vessels of United States register during 1888	$86,890.45	
Paid to vessels of United States register during 1889	109,829.14	
Increase (26.40 per cent.) during 1889	22,938.69	
Cost for the year 1890 at the same rate of increase	138,824.03	
Cost for the year 1891 at the same rate of increase		$175,473.57
Paid to vessels of foreign register during 1888	367,518.37	
Paid to vessels of foreign register during 1889	386,582.51	
Increase (5.13 per cent.) during 1889	19,064.14	
Cost for the year 1890 at the same rate of increase	406,414.19	
Cost for the year 1891 at the same rate of increase		427,263.24
Cost of transporting foreign closed mails during 1888	26,649.73	
Cost of transporting foreign closed mails during 1889	30,144.38	
Increase (13.11 per cent.) during 1889	3,493.65	
Cost for the year 1890 at the same rate	34,095.18	
Cost for the year 1891 at the same rate		38,565.06
Paid Panama Railroad Company during 1888	6,618.16	
Paid Panama Railroad Company during 1889	8,989.49	
Increase (35.83 per cent.) during 1889	2,371.33	
Cost for the year 1890 at the same rate	12,170.42	
Cost for the year 1891 at the same rate		16,531.08
Cost of the postal agency at Shanghai during 1888	1,534.14	
Cost of the postal agency at Shanghai during 1889	1,911.84	
Increase (24.62 per cent.) during 1889	377.70	
Cost for the year 1890 at the same rate	2,382.54	
Cost for the year 1891 at the same rate		2,969.12
For contingencies, including casualties		3,197.93
Total on account of transportation of mails		$664,000.00

Under the head of "balances" due foreign countries, the entire expense of the intermediary transportation by foreign governments of the United States mails (open and closed) for foreign destinations must be appropriated for, although only the balances found to be due from this country on account of intermediary transportation will be required to be actually paid.		
These expenses are determined by statistics taken during a period of twenty-eight days, once every three years, to govern the accounts for a period of three years. For the last three years statistics taken in November, 1887, have governed; but for the year 1891 statistics to be taken in May, 1890, will govern, the result of which can not be anticipated. For the last three years the amounts charged annually to this Department have been:		
For United States closed mails	$109,702	
For United States open-mail matter	28,865	
Total	$138,567	
Estimating these mails to have increased in the same ratio as the entire mails dispatched during the fiscal year 1889 as compared with those dispatched during the year 1888, we find the percentage of increase to be 12.14 per cent., and therefore that the annual charge against this Department will probably be		$156,000.00
For the United States share of the expenses of the International Bureau of the Universal Postal Union, including this Department's subscription to the monthly journal of the Union (L'Union Postale)		1,000.00
For contingencies		4,000.00
Total estimate		$325,000.00

In order to furnish the detailed statistical information required by paragraph 5 of Article XXIX of the regulations for the execution of the revised Convention of the Universal Postal Union, to be furnished to the International Bureau at Berne, Switzerland, each United States exchange post-office makes an accurate count of the number of articles contained in the mails exchanged by it with all foreign countries, and the value of the United States postage-stamps attached thereto, during the first seven days of April and October in each year, and reports the results to this office. The totals furnished by these reports are in each instance multiplied by twenty-six to show, approximately, the operations for six months, and the aggregates of the two semi-annual counts are furnished to the International Bureau, and by it published, annually, in its statistical Tables, which are distributed to all the countries embraced in the Universal Postal Union.

The data thus obtained is obviously not accurate, but is sufficiently so for the purposes of comparing the operations of the various countries; and is of some value as furnishing the only data obtainable upon which to base an estimate of the amount of postage received by this Department on the mail matter exchanged with foreign countries, as compared with the cost of the service, and also as showing approximately (in connection with the net weights of the mails dispatched, as shown in Table A) the average weight of each article contained in the mails.

It should be borne in mind, however, that the estimated number of articles sent and the amount of postage received, as shown by Table D, includes the number of articles sent overland to Canada and Mexico and the postage collected thereon, while the weights of the mails and cost of the service, as stated in this report, do not embrace the expense of the overland transportation of said mails.

D.—Estimate of THE NUMBER of articles exchanged with all foreign countries (including Mexico and Canada, by rail and sea) during the fiscal year ended June 30, 1889, based upon the count of such matter exchanged during seven days of October, 1888, and seven days of April, 1889, as made at United States exchanging post-offices, pursuant to the Postmaster-General's order of September 11, 1885.

	Sent.	Received.	Total.	Excess of sent over received.	Excess of received over sent.
Prepaid letters	47,447,088	37,677,880	85,124,968	9,769,208	.....
Unpaid and short-paid letters	871,970	1,610,934	2,482,904	.....	738,964
Postal-cards	1,980,166	1,855,842	3,836,008	124,324	.....
Postal-cards with paid reply	.....	3,896	3,896	.....	.....
Articles of printed matter	41,201,696	39,046,738	80,248,434	2,154,958	.....
Commercial papers	5,902	39,858	45,760	.....	33,956
Packages of samples of merchandise	389,664	500,124	889,788	.....	110,460
Letters free of postage	147,300	113,752	261,052	33,548	.....
Other articles free of postage	116,454	124,018	240,472	.....	7,564
Registered letters	795,368	796,760	1,592,128	.....	1,392
Other articles registered	59,898	112,408	172,306	.....	52,510
Totals	93,015,506	81,882,210	174,897,716	.....	.....
Demands for return receipts	26,044	26,090	52,134	.....	46
Postage prepaid on letters	$1,679,193.48	.....	$1,679,193.48	.....	.....
Postage prepaid on postal-cards	23,331.74	.....	23,331.74	.....	.....
Postage prepaid on other articles	488,470.14	.....	488,470.14	.....	.....
Postage due on letters	111,477.31	$149,136.35	260,613.66	.....	$37,659.04
Postage due on other articles	4,696.60	3,791.56	8,488.16	$905.04	.....

Deducting from the figures in Table D the number of articles sent to Mexico and Canada, as shown by the postmasters' reports upon which said Table is based, and comparing the remainders with the aggregate weights given in Table A, the following results are obtained respecting articles dispatched by sea:

E.

Letters and post cards:		
Table A, weight	grams	309,810,196
	lbs	683,131
Table D, number		25,832,506
Average weight	grams	12
	ounce	¾
Other articles:		
Table A, weight	grams	1,554,975,505
	lbs	3,428,721
Table D, number		21,394,526
Average weight	grams	72
	ounces	2½
Aggregate weight of the mails	grams	1,864,785,701
Aggregate number of articles sent		47,227,034
Average weight of each article contained in the mails	grams	39
	ounces	1⅜

The mails for transatlantic destinations have been assigned to steamers, for their conveyance, upon the same plan that has been in vogue during previous years; that is to say, in the case of two steamers leaving New York for Great Britain at about the same time on a given day, the mails have been assigned invariably to that steamer which, according to the record of its three voyages just preceding the assignment, delivered the mails in the shortest time at London.

The record upon which these assignments are made is based upon "trip reports" made to this office by the agents of the vessels upon the conclusion of each voyage, in connection with statements furnished

weekly by the British office showing the exact time of the arrival of the mails at the London post-office.

This plan has been rigidly adhered to, without any deviation whatever; a difference of twelve minutes in the time occupied in the trips of two competing steamers having more than once determined which steamer should convey the mails, and the equity of the plan appears to be generally admitted by those at interest; although on one or two occasions, and in the cases of steamers of very nearly equal speed, it has been claimed that an accidental detention (such as a fog) had occasioned the apparent delay of the steamer which failed to receive the mails, although her record of speed generally was better than the vessel which obtained the assignment of the mails.

The following Table (F) gives the details of the service in this respect; showing the average speed of the steamers employed during the year.

F.—*Number of trips made per quarter and year, the average apparent time (in hours) of the trips, and the quickest trip made by each steamer of the trans-Atlantic steamship companies in conveying the United States mails from New York to London and to Paris during the fiscal year ended June 30, 1889, as shown by the records of this office.*

Lines and steamers.	First quarter.		Second quarter.		Third quarter.		Fourth quarter.		During the year.		
	Trips.	Average time occupied per trip.	Trips.	Average time occupied per trip.	Trips.	Average time occupied per trip.	Trips.	Average time occupied per trip.	Trips.	Average time occupied per trip.	Quickest trip.
Inman (New York to London via Queenstown):		*Hours.*		*Hours.*		*Hours.*		*Hours.*		*Hours.*	*Hours.*
City of Paris							3	176.1	3	176.1	173.8
City of New York	1	230.9	2	198.2	1	203	3	199.6	7	204.1	192.3
City of Chester					1	232.6			1	232.6	232.6
City of Berlin					1	239.3			1	239.3	239.3
City of Chicago			1	238.5	1	233.6	1	248.1	3	240.1	233.6
Ohio			1	256.7					1	256.7	256.7
Cunard (New York to London via Queenstown):											
Umbria	3	184.1	3	184.4	3	199.3	3	184	12	188	*177.6
Etruria	4	182	3	186.5	3	198.4	3	194.4	13	190.2	177.6
Aurania	3	208.3	3	200.5	2	212.4	4	215.3	12	209.3	195.3
Servia	3	209.9	3	209.1	3	219.6	3	212.7	12	212.8	201.2
Gallia			1	237.9	1	227.8	1	223.2	3	229.6	223.2
Bothnia					1	243.6			1	243.6	243.6
North German Lloyd (New York to London via Southampton):											
Lahn	3	190.2	4	192.5	2	185.2	3	186	12	189	183.2
Trave	3	197.6	3	202.2	2	194.2	4	195.6	12	197.5	192.9
Aller	3	198.9	3	199.5	3	206.1	3	199.5	12	201	196.6
Eider	3	202.5	2	205.8			3	202.9	8	203.5	200.5
Saale	3	205.1	3	202.9	2	208.5	3	200.1	11	203.8	199.3
Ems	3	205.4	2	201.8	3	202.4	3	205	11	203.8	197
Werra	3	211.3	3	213.3	2	210.6	3	204.3	11	209.8	199.9
Fulda	3	212.2	2	210.9	3	207.4	4	210.3	12	210.1	201
Elbe	3	216.1	2	218.8	3	216	3	211.9	11	215.4	210
Hamburg-American (New York to London via Plymouth and Southampton):											
Augusta Victoria							2	189.5	2	189.5	183.7
Hammonia	3	236.2	1	231			1	232	5	234.3	220.5
Wieland	3	242	1	242.7			2	244	6	242.9	229.7
Gellert	1	248.4	1	258.9			3	253	5	252.6	246.4
Rhaetia	1	281.8							1	281.8	281.8
Anchor (New York to London via Queenstown):											
City of Rome	3	197.7	2	207.1					5	201.5	197.6
Union (New York to London via Queenstown):											
Alaska	3	203	2	218.6			3	198.4	8	205.2	193.7
Arizona	3	219.7	2	215	3	215.7	2	217.9	10	217.2	208.4
Wyoming	1	237.6	1	247.8			1	260.7	3	248.7	237.6

F.—*Number of trips made per quarter and year, etc.*—Continued.

Lines and steamers.	First quarter.		Second quarter.		Third quarter.		Fourth quarter.		During the year.		
	Trips.	Average time occupied per trip.	Trips.	Average time occupied per trip.	Trips.	Average time occupied per trip.	Trips.	Average time occupied per trip.	Trips.	Average time occupied per trip.	Quickest trip.
Guion (New York to London via Queenstown)—Cont'd.		*Hours.*		*Hours.*		*Hours.*		*Hours.*		*Hours.*	*Hours.*
Wisconsin	....	.....	1	247.5	1	245.2	1	253.7	3	248.8	245.2
Nevada	....	.....	....	.....	1	317.1	....	.....	1	317.1	317.1
White Star (New York to London via Queenstown):											
Germanic	3	223.7	3	214.7	3	212	2	210.7	11	215.7	206.9
Britannic	4	216.7	2	216	2	218.5	3	214.3	11	216.4	205.7
Adriatic	3	235.2	3	233.9	3	232.7	2	230.7	11	232.3	224.7
Celtic	....	.....	2	246.8	3	249.6	2	230.1	7	243.2	227.3
Republic	....	.....	1	251.7	1	256.1	....	.....	2	253.9	251.7
General Trans-Atlantic (New York to Paris via Havre):											
La Champagne	2	197.3	3	198	3	200.5	2	204	10	199.8	195.7
La Bretagne	2	198.5	2	200	4	202.3	2	204	10	201.4	198
La Bourgogne	3	205.2	3	206	1	200.5	4	203.7	11	204.4	197.6
La Gascogne	3	202.4	2	201.7	3	218.9	3	208	11	208.3	199
La Normandie	3	221.8	3	213.3	2	217.2	2	231.8	10	220.3	216.2

THE UNIVERSAL POSTAL UNION.

The limits of the Universal Postal Union have been extended as follows, viz: The Regency of Tunis July 1, 1888; the "Territory of Southwest Africa," a German protectorate, embracing Grand Namaqua, the Damaras country, and the southern part of Ovambo, July 1, 1888; the Marshall Islands in the Pacific Ocean, a German protectorate, October 11, 1888; the German post-office at Lamou, Sultanate of Zanzibar, April 1, 1889.

PARCELS-POST.

The Parcels-Post Service has been extended by means of conventions concluded as follows: With Mexico, which went into operation July 1, 1888; the Hawaiian Kingdom, which went into operation March 1, 1889; the Leeward Islands, which went into operation June 1, 1889; the Republic of Colombia, which went into operation June 1, 1889; Salvador, which went into operation June 30, 1889.

These conventions are in all respects similar to those previously in operation with other foreign countries. The service appears to be growing in popularity, but has been so recently established that it has not yet come into such general use as to assume proportions of magnitude; or render it an important factor in our international postal business, except in the case of exchanges with Mexico, with which country there is daily communication overland; and to a more limited extent with the Hawaiian Kingdom by means of the regular mail service between San Francisco and Honolulu.

Although there is no formal Parcels-Post Service between the United States and Canada, yet the facilities of this service are practically secured to the two countries by the provisions of the convention which went into effect on the 1st of March, 1888, which allow unsealed packages of miscellaneous merchandise to be sent in the mails from one country to the other at the same postage rates and under the same con-

ditions as apply to similar articles in the domestic postal service of the country in which the packages are mailed, except that liquids are excluded, and that the packages are subject to all of the customs regulations of the country to which they are sent, including the payment of the customs duties chargeable thereon.

Under this arrangement, all the formalities of the parcels post system are dispensed with; no "certificates of mailing" are given to senders by postmasters; the senders are not required to make a "customs declaration," nor, are postmasters required to make up and forward with the mails "parcels bills" giving a description of each article sent; but the packages are treated exactly as similar packages are treated in the domestic service of the country in which the articles are mailed, and upon their arrival in the country of destination are handed to customs officers for the levy and collection of the proper customs duties.

The simplicity of this arrangement, and the fact that it has been in successful operation for more than a year, commend its extension to favorable consideration, and suggest the practicability, by means of agreements with other countries, of opening the international mails for the transmission of small unsealed packages of merchandise at the same rates of postage as, under present conditions, apply to packages of *patterns*, or *samples* of merchandise, in mails exchanged between countries of the Universal Postal Union.

I can see no objection to such an arrangement, and it would certainly give universal satisfaction to the large class of citizens who desire to send small articles by mail to friends in other countries, but can do so now only upon the prepayment in full of postage at the rate applicable to *letters* for those countries, unless the senders state that the articles are sent as "samples of merchandise," in which case they are allowed to be forwarded at the reduced rate of postage applicable to samples.

UNITED STATES POSTAL AGENCIES ABROAD.

Our postal agency which has been maintained for many years at Panama, for the care and custody at that port of United States mails for destinations on the west coast of Central and South America, was discontinued on the 30th of June, in consequence of an arrangement between this Department and the postal administration of the Republic of Colombia, under which the Colombian postal agent at Panama is charged with the duties, in connection with United States closed mails, formerly performed by the United States postal agent at that port. This arrangement is in consonance with the provisions of the convention of the Universal Postal Union which make no provision for the recognition of foreign postal agencies upon the territory of countries which are members of the Postal Union, but charge each country embraced in the Union with the duty of protecting and promptly forwarding to destination the closed mails received by it in transit from any other country of the Union.

Our postal agency at Shanghai, China, has been maintained at a cost of $1,911.84, less $264 collected as box rents; and has proved to be a great convenience to citizens of the United States resident in that city, especially since May, 1887, since which time all classes of mailable matter, including unsealed packages of merchandise, have been allowed to be included in the mails exchanged between the agency at Shanghai and the post-office in San Francisco. The Shanghai agency differs from the agency formerly at Panama, in that it is not located on territory within the limits of the Postal Union, and also that it is essentially a

post-office of the United States, and as such authorized to receive and deliver articles of mail matter subject to the regulations of this Department; prepayment of postage on articles mailed at the agency being effected by means of United States postage-stamps only.

That the advantages offered by this service for mail communication with the United States are appreciated by residents of Shanghai, appears to be evident from the circumstance that during the period from July 1, 1887, to June 30, 1889, postage-stamps of the value of $5,748 were issued upon requisitions of the postal agent.

MAILS FOR BRAZIL.

In accordance with previous practice, articles addressed for delivery in Brazil, Uruguay, the Argentine Republic, and Paraguay, have been invariably included in the mails dispatched by steamers sailing from the United States for those countries direct, except in the case of articles specially addressed upon the covers to be forwarded via Europe.

This practice has given rise to no complaint so far as articles addressed for delivery at the *northern* ports of Brazil are concerned, with which ports we have communication, by means of steamers sailing for those ports direct at least twice, and generally three or four times, every month. But there has been complaint that articles addressed for delivery at Rio de Janeiro and points beyond have been delayed by this practice, for the reason that if the articles in question had been promptly forwarded to Great Britain they could have been dispatched by steamers sailing thence every week, and would have reached their destinations much more quickly than if held in this country for dispatch by the regular line of steamers sailing hence for Brazil, except in the case of articles mailed only a few days before the departure of the direct steamer.

There appears to be some ground for this complaint, and for the reasons stated; as there are usually but two sailings a month from this country for Rio de Janeiro, the dates of which are announced in advance, and these sailings sometimes occur within a few days of each other, so as practically to give the advantages of only one dispatch. Generally other steamers are tendered during the month, and their services are accepted and mails dispatched by them; but, as a rule, their sailing dates are announced only a few days in advance, and are then liable to change, so that they are practically of very little value in increasing our mail facilities with Brazil and the La Plata countries, and can not be relied on for the prompt dispatch of articles mailed at post-offices remote from the port from which the steamers sail.

GENERAL OBSERVATIONS.

The trans-Atlantic service, with frequent and regular dispatches by steamers which will deliver the mails at destinations in the shortest possible time, has given general satisfaction; and the few irregularities which have occurred—such as delays in forwarding and the missending of articles—may be legitimately accounted for by the insufficient accommodations and clerical force in the post-office in New York. I am convinced that with proper facilities granted to that office, involving an increased annual expense in its foreign department of about $25,000, the service would be second to that of no other country in point of promptness and dispatch and distribution and accuracy of treatment in every detail.

The trans-Pacific service has also given general satisfaction by reason of the regularity of the sailings of the steamers leaving San Francisco. There have been, regularly, at least two dispatches of mails each month

n Francisco for the Hawaiian Kingdom, and for Japan and
t intervals of about two weeks; while the mails for the Austra-
lonies have been dispatched regularly once a month.
rvice at the San Francisco post-office has been efficient, although
ed only at the expense of extraordinary labor on the part of the
force, rendered necessary by the limited number of clerks de-
r duty in connection with the foreign-mail service at that office.
onnection, perhaps, it may not be out of place to call attention
emarkable precision of the transcontinental railway mail serv-
een New York and San Francisco, which has enabled the British-
an closed mails using that route to be delivered at the terminal
ithout giving cause for complaint, so far as delays en route
ne continent are concerned. The service to the West Indies and
al and South America has given rise to well-founded complaint
nt of the infrequency of the service in some directions and the
rity and uncertainty of the dispatches in others; the only cases in
e dispatches can be relied on as regular and certain being those
vessels under contract with the governments of other countries.
existing legislation this Department has no control whatever
movements of steamers. Their movements are controlled en-
the exigencies of trade or commerce. If their interests demand
ir sailing dates be advanced or postponed—even after they have
vertised to sail on a certain day—the change is made, and the
ust be ready for dispatch on the new date, or fail of dispatch;
his condition of affairs correspondents in the interior of the
can be given no assurance that their letters will leave this
by the steamer for which they were intended, and which is an-
in the foreign mail steam-ship schedule, published monthly
Department, to sail from a certain port on a certain day. It
e added, however, in justice to the agents of the steamers in
, that as a rule they notify the postmaster at the port of de-
as far in advance as possible of contemplated changes in the
of their vessels; and public notice of these changes is given by
artment whenever practicable.
ttention is invited to the following subjects, viz:
e recommendations of several of your predecessors relative to
sability of legislation to authorize the payment of an indem-
he senders or addressees of articles mailed abroad which are
estroyed in the postal service of the United States. If such
n were enacted, senders in this country would be entitled to
y from foreign governments for articles mailed in the United
ddressed for delivery abroad and lost or destroyed in the postal
of those foreign countries which acknowledge the principle of
bility for the loss of registered articles in their service, which
s, *in addition to those of Europe*, are as follows, viz:

a.
Colonies.
Colonies.
Colonies.
lands Colonies.
ese Colonies.
ic of Colombia.
ic of Hayti.

British Guiana.
British Honduras.
Hong-Kong.
Jamaica.
Labuan.
Lagos.
Mauritius.
Montserrat.
Nevis.
St. Kitts.
St. Lucia.
Seychelles.
Sierra Leone.
Straits Settlements.
Gold Coast.
Newfoundland.
Tobago.

Trinidad.
Turk's Islands.
Virgin Isles.
St. Vincent.
Cyprus.
Barbados.
Chili.
Hawaiian Kingdom.
Japan.
Venezuela.
The Falkland Islands.
Nicaragua.
Liberia.
Bolivia.
Salvador.

(2) That early provision be made for the exchange of postal-cards with paid reply, with those countries which now permit the circulation of such cards in the mails they exchange with other countries. As every country of the Postal Union is required to treat as fully prepaid, the reply-half of a double postal-card addressed for delivery in the country which issued the card, the introduction of these double cards into our international service would prove to be a great convenience to persons in the United States who wish to prepay postage on the replies of their correspondents in other countries, but which they are not now able to do, for the reason that the postage-stamps of one country are not valid for the prepayment of postage on articles mailed in any other country.

(3) The effect of the repeal of sections 3976 and 4203, Revised Statutes, which took effect on the 1st of April, 1885, and in consequence of which vessels sailing for foreign ports since that date are not required to receive such mails as may be tendered to them for conveyance by duly authorized officials of the Government. The re-enactment of the provisions of these sections, to the extent, at least, of requiring vessels to receive and convey such mails as may be tendered, but without prejudice to their claims for equitable compensation for services rendered, would certainly be of advantage to the postal service.

(4) The fourth congress of the Universal Postal Union will assemble in Vienna, Austria, next year, in which the United States is entitled to be represented by two delegates. The expenses of these delegates have been provided for in the "act making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1890." It is not yet known what specific subjects will be submitted for consideration; but it is probable that the question of abolishing all charges for the intermediary transit of mails exchanged between countries of the Postal Union will be submitted; and also the question of admitting to the mails small packages containing articles of miscellaneous merchandise not sent as "patterns or samples," for the transmission of which no provision is now made.

Relative to the proposition to abolish intermediary transit rates, I have to say that it would apply only to mails exchanged between two countries both of which are embraced in the Postal Union, and consequently would not affect the closed mails passing between Great Britain and the Australasian colonies via the United States, those colonies not being embraced in the Postal Union.

From the item "cost of the service," it will be seen that the amounts now paid annually by this Department on account of intermediary transit are—

For closed mails		$109,702.00
For open-mail matter		28,865.00
		138,567.00
The amounts received (exclusive of the British-Australia closed mails) are:		
For closed mails ($130,723.78 less $58,102.43)	$72,621.35	
For open-mail matter	35,216.69	
		107,838.04
Leaving the net cost to this Department		$30,728.96

Relative to admitting to the mails small packages of merchandise not sent as "samples": Existing regulations provide for the transmission of packages of *samples* of merchandise up to certain limits of size and weight, provided the "samples" have no salable value and are not

liable to customs duty; but no provision whatever is made for the transmission of articles of miscellaneous merchandise not sent as "samples." In other words, an article of merchandise to be mailable to a Postal-Union country must be a "sample," "have no salable value," and "not liable to customs duty."

It is impracticable to strictly enforce these conditions, and for the following reasons: (1) The same article may or may not be a "sample" according to the motive of the sender, of which the postmaster at the mailing post-office can have no personal knowledge; (2) every sample must have *some* salable value, and many articles are of no value as samples unless they are in exactly the condition of the article they represent when said article is offered for sale; (3) each country does not advise every other country (nor is it required so to do) of the articles which under its laws are liable to customs duties; nor would it be practicable, if such information were furnished, to require postmasters to consult the tariff schedules of foreign countries before accepting any article, in order to ascertain its dutiable character in the country to which it is addressed. It would seem reasonable, therefore, to provide for admitting to the mails packages of miscellaneous merchandise, within certain limits as to size and weight, without regard to their character as samples.

The foregoing items are simply submitted for your consideration; leaving the incoming Superintendent of Foreign Mails to make such recommendations in regard to them as his judgment may dictate.

I append hereto statistics showing the length of the mail routes, number of articles in international mails dispatched, the postal revenues, and subsidies paid steam-ship companies, relating to various countries of the Postal Union, during the year 1887, which have been collated by the very efficient translator of this office, Mr. Jacobson, from the most recent statistical Tables published by the International Bureau of the Universal Postal Union; and also copies of the Parcels-Post Conventions with the Hawaiian Kingdom, the Leeward Islands, the Republic of Colombia, and Salvador, which have gone into operation this year. A copy of the Parcels-Post Convention with Mexico, which took effect July 1, 1888, accompanied the report of the Superintendent of Foreign Mails for the fiscal year ended June 30, 1888.

In conclusion, permit me to say that in the crippled condition of this office, the Superintendency being vacant and one clerk of class 3 permanently detached, the transaction of the public business has been rendered possible only by the untiring industry of the clerks remaining on duty, who have answered with cheerful alacrity every demand made upon them.

I am, very respectfully, your obedient servant,

N. M. BROOKS,
Acting Superintendent of Foreign Mails.

APPENDIX.

STATISTICS OF THE POSTAL SERVICE IN THE PRINCIPAL COUNTRIES OF THE UNIVERSAL POSTAL UNION.

The following statistics relative to the operations of the year 1887 have been taken from the "General Statistics of the Postal Service," published in 1889, by the International Bureau, Berne, Switzerland:

Length of postal routes and annual transportation.

Countries.	Railroads.	All other routes.
Length of postal routes.	*Miles.*	*Miles.*
United States	131, 718	243, 614
Germany	24, 033	63, 106
France	21, 669	49, 459
Russia	18, 213	200, 742
Austria-Hungary	17, 391	63, 366
British India	12, 710	86, 801
Italy	8, 532	36, 436
All other countries reported (28)	49, 350	.....
All other countries reported (24)	.....	370, 719
Annual transportation.		
United States	170, 686, 676	87, 884, 815
Germany	84, 846, 984	51, 864, 100
Italy	62, 298, 289	22, 698, 178
France	58, 587, 759	34, 426, 875
Austria-Hungary	34, 282, 412	39, 553, 556
Russia	18, 630, 609	24, 736, 047
British India	16, 189, 940	55, 713, 144
All other countries reported (25)	78, 532, 020	.....
All other countries reported (35	.....	124, 716, 114

Number of articles of mail matter dispatched in the international mails.

Countries.	Letters.	Postal-cards.	Prints.	Samples.	Parcels of merchandise.
Austria-Hungary	59, 057, 970	16, 111, 170	11, 130, 100	2, 294, 460	2, 060 380
Germany	54, 324, 550	9, 272, 790	20, 023, 920	2, 109, 280	3, 769, 668
France	39, 660, 201	1, 653, 698	35, 302, 349	2, 679, 217	1, 665, 721
United States	39, 278, 686	1, 813, 972	37, 771, 900	316, 484	.....
Italy	20, 058, 406	2, 529, 303	8, 478, 964	618, 994	247, 972
Russia	9, 771, 254	1, 616, 603	3, 092, 471	.....	6. 118
British India	3, 814, 955		1, 432. 471	.....	47. 407
All other countries reported (37)	60, 067, 170	11, 566, 569	27, 636, 656	1, 884, 006	1, 205, 089

Postal income and expenditure.

Order.	Countries.	Income.	Order.	Countries.	Expenditure.
1	Germany	$51,494,055.00	1	United States	$53,006,194.34
2	United States	48,837,609.34	2	Germany	44,183,716.96
3	Great Britain	43,003,251.02	3	Great Britain	28,630,681.50
4	France	34,178,429.20	4	France	26,567,782.08
5	Austria-Hungary	17,413,873.91	5	Russia	17,805,771.61
6	Russia	15,310,630.17	6	Austria-Hungary	14,289,699.15
7	Italy	8,137,817.78	7	Italy	6,867,322.33
8	British India	5,830,140.14	8	British India	4,442,206.28
9	Switzerland	4,073,046.71	9	Switzerland	3,777,265.53
10	Belgium	2,958,395.48	10	Canada	3,337,006.50
11	Canada	2,512,141.07	11	Spain	2,783,251.84
12	Netherlands	2,413,976.38	12	Japan	2,450,220.67
13	Japan	1,818,758.27	13	Brazil	2,354,363.76
14	Sweden	1,738,123.06	14	Belgium	1,897,476.21
15	Denmark	1,210,398.14	15	Netherlands	1,859,325.90
16	Argentine Republic	1,106,890.80	16	Sweden	1,708,303.21
17	Brazil	985,674.35	17	Denmark	1,212,767.99
18	Roumania	974,499.07	18	Portugal	938,422.74
19	Portugal	883,124.38	19	Norway	653,882.64
20	Norway	634,296.43	20	Roumania	615,513.03
21	Egypt	610,943.43	21	Chili	510,815.22
22	Chili	448,175.91	22	Egypt	452,341.24
23	Bulgaria	238,214.88	23	Bulgaria	447,806.32
24	Greece	203,069.96	24	Greece	238,787.12
25	Uruguay	190,899.00	25	Uruguay	181,107.43
26	Luxemburg	104,190.08	26	Servia	109,361.13
27	Peru	87,062.49	27	Peru	100,784.79
28	Servia	79,353.88	28	Luxemburg	98,771.41
29	Bolivia	47,594.95	29	Bolivia	73,454.83
30	San Domingo	24,119.01	30	Hayti	26,835.10
31	Hayti	15,304.90	31	Siam	26,650.79
32	Siam	11,876.25	32	Paraguay	18,427.64
33	Paraguay	9,812.12	33	San Domingo	16,732.05
34	Congo	4,202.76			

Postal surplus and deficiency.

Order.	Countries.	Surplus.	Order.	Countries.	Deficiency.
1	Great Britain	$14,372,569.52	1	United States	$4,168,585.00
2	France	7,605,647.12	2	Russia	2,495,341.44
3	Germany	7,310,338.04	3	Brazil	1,368,689.41
4	Austria-Hungary	3,124,174.76	4	Canada	824,865.43
5	British India	1,387,933.86	5	Japan	637,462.40
6	Italy	1,270,495.45	6	Bulgaria	209,591.44
7	Belgium	1,060,919.27	7	Argentine Republic	87,149.93
8	Netherlands	554,652.48	8	Chili	62,639.31
9	Roumania	358,985.14	9	Portugal	55,208.36
10	Switzerland	295,781.18	10	Greece	35,717.16
11	Egypt	158,602.19	11	Servia	30,007.25
12	Sweden	29,819.85	12	Bolivia	25,859.88
13	Uruguay	9,791.57	13	Norway	19,586.21
14	San Domingo	7,386.96	14	Siam	14,774.54
15	Luxemburg	5,418.67	15	Peru	13,722.30
			16	Hayti	11,530.20
			17	Paraguay	8,615.52
			18	Denmark	2,369.85

Subsidies paid to steam-ship companies.

Order.	Countries.	Subsidy paid per annum.	Order.	Countries.	Subsidy paid per annum.
1	France	$5,217,569.52	9	Greece	$105,185.60
2	Great Britain	2,758,090.62	10	Chili	48,250.00
3	Italy	1,736,736.74	11	Denmark	39,163.56
4	Brazil	1,241,868.50	12	Austria	34,383.91
5	Spain	997,504.86	13	Japan	23,785.89
6	British India	276,830.90	14	Peru	4,226.70
7	Belgium	146,798.30	15	Roumania	958.05
8	Netherlands	112,599.09			

PARCELS-POST CONVENTION

BETWEEN

THE UNITED STATES OF AMERICA AND THE HAWAIIAN KINGDOM.

For the purpose of making better postal arrangements between the United States of America and the Hawaiian Kingdom, the undersigned, Don M. Dickinson, Postmaster-General of the United States of America, and H. A. P. Carter, Envoy Extraordinary and Minister Plenipotentiary of the Hawaiian Kingdom at Washington, by virtue of authority vested in them by law, have agreed upon the following articles for the establishment of a parcels-post system of exchanges between the two countries.

ARTICLE I.

The provisions of this Convention relate only to parcels of mail matter to be exchanged by the system herein provided for, and do not affect the arrangements now existing under the Universal Postal Union Convention, which will continue as heretofore; and all the agreements hereinafter contained apply exclusively to mails exchanged under these articles, *directly* between the office of San Francisco, in the State of California, and such other offices within the United States as may be hereafter designated by the Postmaster-General of the United States, and the office of Honolulu, in the Island of Oahu, and such other offices within the Hawaiian Islands as may be hereafter designated by the Postmaster-General of the Hawaiian Kingdom; such matter to be admitted to the mails under these articles as shall be sent through such exchange offices from any place in either country to any place in the other.

ARTICLE II.

1. There shall be admitted to the mails exchanged under this Convention, articles of merchandise and mail matter, except letters, post cards, and written matter of all kinds, that are admitted under any conditions to the domestic mails of the country of origin, except that no packet must exceed 5 kilograms or 11 pounds in weight, nor the following dimensions: Greatest length, three feet six inches; greatest length and girth combined, six feet; and must be so wrapped or inclosed as to permit their contents to be easily examined by postmasters and customs officers; and except that the following articles are prohibited:

Publications which violate the copyright laws of the country of destination; poisons, and explosive or inflammable substances; fatty substances, liquids and those which easily liquefy, confections and pastes; live or dead animals, except dead insects and reptiles when thoroughly dried; fruits and vegetables, and substances which exhale a bad odor; lottery

tickets, lottery advertisements, or lottery circulars; all obscene or immoral articles; articles which may in any way damage or destroy the mails, or injure the persons handling them; also opium.

2. All admissible articles of merchandise mailed in one country for the other, or received in one country from the other, shall be free from any detention or inspection whatever, except such as is required for collection of customs duties, and shall be forwarded by the most speedy means to their destination, being subject in their transmission to the laws and regulations of each country respectively.

ARTICLE III.

1. A letter or communication of the nature of personal correspondence must not accompany, be written on, or inclosed with any parcel.

2. If such be found, the letter will be placed in the mails, if separable, and if inseparably attached, the whole package will be rejected. If, however, any such should inadvertently be forwarded, the country of destination will collect double rates of postage, according to the Universal Postal Union Convention.

3. No parcel may contain parcels intended for delivery at an address other than the one borne by the parcel itself. If such inclosed parcels be detected, they must be sent forward singly, charged with new and distinct parcel-post rates.

ARTICLE IV.

1. The following rates of postage shall in all cases be required to be fully prepaid with postage stamps of the country of origin, viz:

2. For a parcel not exceeding four hundred and sixty grams or one pound in weight, twelve cents; and for each additional four hundred and sixty grams or one pound, or fraction thereof, twelve cents.

3. The packages shall be promptly delivered to addressees at the post-offices of address in the country of destination, free of charge for postage; but the country of destination may, at its option, levy and collect from the addressee for interior service and delivery a charge not exceeding five cents on each single parcel of whatever weight; and if the weight exceeds four hundred and sixty grams or one pound, a charge equal to one cent for each one hundred and fifteen grams or four ounces, of weight, or fraction thereof.

ARTICLE V.

1. The sender will, at the time of mailing the package, receive a receipt of mailing from the post-office where the package is mailed, on a form like Model I annexed hereto.

2. The sender of a package may have the same registered by paying the registration fee required for registered articles in the country of origin.

3. An acknowledgment of the delivery of a registered article shall be returned to the sender when requested; but either country may require of the sender prepayment of a fee therefor not exceeding five cents.

4. The addressees of registered articles shall be advised of the arrival of a package addressed to them, by a notice from the post-office of destination.

ARTICLE VI.

1. The sender of each package shall make a customs declaration, pasted upon or attatched to the package, upon a special form provided for the purpose (see Model 2 annexed hereto) giving a general description of the parcel, an accurate statement of the contents and value, date of mailing, and the sender's signature and place of residence and place of address.

2. The packages in question shall be subject in the country of destination to all customs duties and all customs regulations in force in that country for the protection of its customs revenues; and the customs duties properly chargeable thereon shall be collected on delivery, in accordance with the customs regulations of the country of destination.

ARTICLE VII.

Each country shall retain to its own use the whole of the postages, registration and delivery fees, it collects on said packages; consequently, this Convention will give rise to no separate accounts between the two countries.

ARTICLE VIII.

1. The packages shall be considered as a component part of the mails exchanged direct between the United States of America and the Hawaiian Kingdom, to be dispatched by the country of origin to the other at its cost and by such means as it provides, in boxes prepared expressly for the purpose, or ordinary mail sacks, to be marked "Parcels Post," and to be securely sealed with wax or otherwise, as may be mutually provided by regulations thereunder.

2. Each country shall return to the dispatching office by next mail all bags, boxes, or sacks used in the exchange of parcels.

3. Although articles admitted under this Convention will be transmitted as aforesaid between the exchange offices, they should be so carefully packed as to be safely transmitted in the open mails of either country, both in going to the exchange office in the country of origin and to the office of address in the country of destination.

4. Each dispatch of a parcel-post mail must be accompanied by a descriptive list in duplicate of all the packages sent, showing distinctly the list number of each parcel, the name of the sender, the name of the addressee, with address of destination; and must be inclosed in one of the boxes or sacks of such dispatch under the form of Model 3, annexed hereto.

ARTICLE IX.

Exchanges of mails under this Convention from any place in either country to any place in the other, shall be effected through the post-offices of both countries already designated as exchange post-offices, or through such others as may be hereafter agreed upon, under such regulations relative to the details of the exchanges as may be mutually determined to be essential to the security and expedition of the mails and the protection of the customs revenues.

ARTICLE X.

1. As soon as the mail shall have reached the exchange office of destination, that office shall check the contents of the mails.

2. In the event of the parcel bill not having been received, a substitute should at once be prepared.

3. Any errors in the entries on the parcel bill which may be discovered shall, after verification by a second officer, be corrected and noted for report to the dispatching office on a form, "Verification Certificate," which shall be sent in the special envelope.

4. If a parcel advised on the bill be not received after the non-receipt has been verified by a second officer, the entry on the bill should be canceled and the fact reported at once.

5. Should a parcel be received in a damaged or imperfect condition, full particulars shall be reported on the same form.

6. If no verification certificate or note of error be received, a parcel mail shall be considered as duly delivered, having been found on examination correct in all respects.

ARTICLE XI.

If a package can not be delivered as addressed, or is refused, the sender will be communicated with through the central administration of the office of destination, as to the manner in which he desires the package to be disposed of, and if no reply is received from him within a period of three months from the date of the notice the package may be sold for the benefit of whom it may concern.

An order for redirection or reforwarding must be accompanied by the amount due for postage necessary for the return of the article to the office of origin at the ordinary parcel rates.

When the contents of a parcel which can not be delivered are liable to deterioration or corruption they may be destroyed at once, if necessary, or, if expedient, sold, without previous notice or judicial formality, for the benefit of the right person, the particulars of each sale being noticed by one post-office to the other.

ARTICLE XII.

The post-office department of either of the contracting countries will not be responsible for the loss or damage of any package, and no indemnity can consequently be claimed by the sender or addressee in either country.

ARTICLE XIII.

The Postmaster-General of the United States of America, and the Postmaster-General of the Hawaiian Kingdom, shall have authority to jointly make such further regulations of order and detail, as may be found necessary to carry out the present Convention from time to time; and may by agreement prescribe conditions for the admission to the mails of any of the articles prohibited by Article II of this Convention.

ARTICLE XIV.

This Convention shall be ratified by the contracting countries in accordance with their respective laws, and its ratifications shall be exchanged

at the city of Washington as early as possible. Once ratified, and its ratifications exchanged, it shall take effect, and operations thereunder shall begin on the 1st day of March, 1889, and shall continue in force until terminated by mutual agreement, but may be annulled at the desire of either Department, upon six months previous notice given to the other.

Done in duplicate, and signed at Washington the 19th day of December, one thousand eight hundred and eighty-eight.

[L. S.] (Signed) DON M. DICKINSON,
Postmaster-General of the United States of America.

[L. S.] (Signed) H. A. P. CARTER,
Envoy Extraordinary and Minister Plenipotentiary of the Hawaiian Kingdom.

The foregoing Parcels Post Convention between the United States of America and the Hawaiian Kingdom, has been negotiated and concluded with my advice and consent, and is hereby approved and ratified.

In testimony whereof I have caused the Great Seal of the United States to be hereunto affixed.

[Great Seal of U. S.] GROVER CLEVELAND.

By the President:
T. F. BAYARD,
Secretary of State.

WASHINGTON, D. C., *January* 29, 1889.

The foregoing Parcels Post Convention between the Hawaiian Kingdom and the United States of America has been negotiated and concluded with my advice and consent, and is hereby approved and ratified.

In testimony whereof I have caused the Great Seal of the Hawaiian Kingdom to be hereunto affixed.

[Great Seal of Hawaiian Kingdom.] (Signed) KALAKAUA, REX.

By the King:
JONA. AUSTIN,
Minister of Foreign Affairs.

HONOLULU, *January* 10, 1889.

FORM NO. 1.

Parcel Post.

A parcel addressed as under has been posted here this day.

Office stamp.

.....

.....

.....

This certificate is given to inform the sender of the posting of a parcel, and does not indicate that any liability in respect of such parcel attaches to the Postmaster-General.

FORM NO. 2.

Parcel Post between the United States and Hawaii.

Date.
Stamp.

FORM OF CUSTOMS DECLARATION.

Place to which the parcel is addressed.

Description of parcel: [State whether box, basket, bag, etc.]	Contents.	Value.	Per cent.	Total customs charges.
		$		$
	Total.	$		$

Date of posting:....., 18..; signature and address of sender { .....
.....

☞ For use of Post-Office only, and to be filled up at the office of exchange.
Parcel Bill No.....; No. of rates prepaid.....; Entry No.....

FORM NO. 3.

Date stamp of the United States Post-Office.

Parcels from the United States for Hawaii.

Date stamp of the Hawaiian Post-Office.

Parcel Bill No. ...., dated .....18.... by "S. S....."

* Sheet No. ....

Entry No.	Origin of parcel.	Name of addressee.	Address of parcel.	Remarks.

When more than one sheet is required for the entry of the parcels sent by the mail, it will be sufficient if the undermentioned particulars are entered on the last sheet of the Parcel Bill.

Ozs.

* Total number of parcels sent by the mail to Hawaii.....

* Number of boxes or other receptacles forming the mail.....

Signature of dispatching officer at the United States Post-Office.....

* Total weight of mail.....

* Deduct weight of receptacles.....

* Net weight of parcels.....

Signature of receiving officer at Hawaiian Post-Office.

.....

The undersigned, Don M. Dickinson, Postmaster-General of the United States of America, and H. A. P. Carter, Envoy Extraordinary and Minister Plenipotentiary of the Hawaiian Kingdom at Washington, having met together in the Post-Office Department for the purpose of exchanging the ratifications of the Parcels Post Convention concluded between the United States of America and the Hawaiian Kingdom, and signed at Washington on the 19th day of December, 1888, and having carefully compared the ratifications of said Convention, and found them exactly conformable to each other, the exchange took place this day in the usual form.

In witness whereof they have signed the present protocol of exchange, and have affixed thereto the seals of their arms.

Done at Washington this thirtieth day of January, one thousand eight hundred and eighty-nine.

[Seal of Post-Office Dep. of U. S.] DON. M. DICKINSON,
Postmaster-General of the United States of America.

[Seal of Hawaiian Legation.] H. A. P. CARTER,
Envoy Extraordinary and Minister Plenipotentiary of the Hawaiian Kingdom.

PARCELS-POST CONVENTION

BETWEEN

THE UNITED STATES OF AMERICA AND THE LEEWARD ISLANDS.

For the purpose of making better postal arrangements between the United States of America and the Leeward Islands, the undersigned, John Wanamaker, Postmaster-General of the United States of America, and the Honorable Henry George Edwardes, Her Britannic Majesty's Chargé d'Affaires, Secretary of Legation at Washington, by virtue of authority vested in them by law, have agreed upon the following articles for the establishment of a parcels post system of exchanges between the two countries.

ARTICLE I.

The provisions of this Convention relate only to parcels of mail matter to be exchanged by the system herein provided for, and do not affect the arrangements now existing under the Universal Postal Union Convention, which will continue as heretofore; and all the agreements hereinafter contained apply exclusively to mails exchanged under these articles, *directly* between the office of New York, and such other offices within the United States as may be hereafter designated by the Postmaster-General of the United States, and the office of Antigua, and such other offices within the Leeward Islands, as may be hereafter designated by the Governor of the Leeward Islands; such matter to be admitted to the mails under these articles as shall be sent through such exchange offices from any place in either country to any place in the other.

ARTICLE II.

There shall be admitted to the mails exchanged under this Convention, articles of merchandise and mail matter except letters, post cards, and written matter of all kinds, that are admitted under any conditions to the domestic mails of the country of origin, except that no packet must exceed 11 pounds (or 5 kilograms) in weight, nor the following dimensions: Greatest length in any direction three feet six inches; greatest length and girth combined, six feet; and must be so wrapped or inclosed as to permit their contents to be easily examined by postmasters and customs officers; and except that the following articles are prohibited:

Publications which violate the copyright laws of the country of destination; poisons, and explosive or inflammable substances; fatty substances, liquids, and those which easily liquefy, confections and

pastes; live or dead animals, except dead insects and reptiles when thoroughly dried; fruits and vegetables, and substances which exhale a bad odor; lottery tickets, lottery advertisements, or lottery circulars; all obscene or immoral articles; articles which may in any way damage or destroy the mails, or injure the persons handling them.

ARTICLE III.

A letter or communication of the nature of personal correspondence must not accompany, be written on, or inclosed with any parcel.

If such be found, the letter will be placed in the mails if separable, and if the communication be inseparably attached, the whole package will be rejected. If, however, any such should inadvertently be forwarded, the country of destination will collect double rates of postage according to the Universal Postal Union Convention.

No parcel may contain parcels intended for delivery at an address other than that borne by the parcel itself. If such inclosed parcels be detected, they must be sent forward singly, charged with new and distinct parcel-post rates.

ARTICLE IV.

The packages in question shall be subject in the country of destination to all customs duties and all customs regulations in force in that country for the protection of its customs revenues, and to the following rates of postage, which shall in all cases be required to be FULLY PREPAID with postage stamps of the country of origin, viz:

In the United States, for a parcel not exceeding one pound in weight, 12 cents; and for each additional pound, or fraction of a pound, 12 cents.

In the Leeward Islands, for a parcel not exceeding one pound in weight, six pence; and for each additional pound, or fraction of a pound, six pence.

ARTICLE V.

The sender ot each package must make a *Customs Declaration*, pasted upon or attached to the package, upon a special form provided for the purpose (see Form 1, "A," annexed hereto), giving a general description of the parcel, an accurate statement of the contents and value, date of mailing, and the sender's signature and place of residence, and place of address.

The sender will, at the time of mailing the package, receive a certificate of mailing from the post-office where the package is mailed, on a form like Form 2, annexed hereto.

The sender of a package may have the same registered by paying the registration fee required for registered articles in the country of origin, and will receive the return receipt without special charge therefor.

ARTICLE VI.

The addressees of registered articles shall be advised of the arrival of a package addressed to them, by a notice from the post-office of destination.

The packages shall be delivered to addressees in the country of destination free of charge *for postage;* but the customs duties properly

ıargeable thereon shall be collected on delivery in accordance with ıe customs regulations of the country of destination; and the coun- y of destination may, at its option, levy and collect from the ad- :essee for interior service and delivery a charge not exceeding five ınts in the United States and two and a half pence in the Leeward ılands on each single parcel of whatever weight; and if the weight ıceeds one pound, a charge equal to one cent or one half-penny for ıch four ounces of weight or fraction thereof.

ARTICLE VII.

The packages shall be considered as a component part of the mails ıchanged direct between the United States and the Leeward Isl- ıds, to be dispatched by the country of origin to the other at its ›st and by such means as it provides, but must be forwarded, at the ›tion of the dispatching office, either in boxes prepared expressly ›r the purpose or in ordinary mail sacks, to be marked "Parcel ost," and not to contain any other articles of mail matter, and to ə securely sealed with wax, or otherwise, as may be mutually pro- ıided by regulations hereunder.

Each country shall promptly return *empty* to the dispatching office y next mail, all such bags and boxes, but subject to other regula- ons between the two administrations.

Although articles admitted under this Convention will be transmit- ıd as aforesaid between the exchange offices, they should be so care- ılly packed as to be safely transmitted in the open mails of either ›untry, both in going to the exchange office in the country of origin ıd to the office of address in the country of destination.

Each dispatch of a parcel post mail must be accompanied by a ɜscriptive list, in duplicate, of all the packages sent, showing dis- nctly the list number of each parcel, the name of the sender, the ame of the addressee with address of destination, and the declared ›ntents and value; and must be inclosed in one of the boxes or ıcks of such dispatch. (See Form 3 annexed hereto.)

ARTICLE VIII.

As soon as the mail shall have reached the office of destination, ıat office shall check the contents of the mail.

In the event of the parcel bill not having been received a substi- ıte should be at once prepared.

Any errors in the entries on the parcel bill which may be discov- :ed, should, after verification by a second officer, be corrected and ›ted for report to the dispatching office on a form, "Verification ɜrtificate," which should be sent in the special envelope.

If a parcel advised on the bill be not received, after the non-receipt as been verified by a second officer, the entry on the bill should be ıncel ed and the fact reported at once.

If a parcel be observed to be insufficiently prepaid, it must not be ıxed with deficient postage, but the circumstance must be reported ɔ the verification certificate form.

Should a parcel be received in a damaged or imperfect condition, ıll particulars should be reported on the same form.

If no verification certificate or note of error be received, a parcel ail shall be considered as duly delivered, having been found on ex- nination correct in all respects.

ARTICLE IX.

If a package cannot be delivered as addressed, or is refused, the sender will be communicated with through the central administration of the office of destination, as to the manner in which he desires the package to be disposed of, and if no reply is received from him within a period of three months from the date of the notice, the package may be sold for the benefit of whom it may concern.

An order for redirection or reforwarding must be accompanied by the amount due for postage necessary for the return of the article to the office of origin, at the ordinary parcel rates.

When the contents of a parcel which cannot be delivered are liable to deterioration or corruption, they may be destroyed at once, if necessary, or if expedient, sold, without previous notice or judicial formality, for the benefit of the right person, the particulars of each sale being noticed by one post-office to the other.

ARTICLE X.

The Post-Office Department of either of the contracting countries will not be responsible for the loss or damage of any package, and no indemnity can consequently be claimed by the sender or addressee in either country.

ARTICLE XI.

Each country shall retain to its own use the whole of the postages, registration and delivery fees, it collects on said packages; consequently, this Convention will give rise to no separate accounts between the two countries.

ARTICLE XII.

The Postmaster-General of the United States of America, and the Governor of the Leeward Islands, shall have authority to jointly make such further regulations of order and detail as may be found necessary to carry out the present Convention from time to time; and may, by agreement, prescribe conditions for the admission in packages exchanged under this Convention of any of the articles prohibited by Article II.

ARTICLE XIII.

This Convention shall take effect and operations thereunder shall begin on the first day of June, 1889, and shall continue in force until terminated by mutual agreement, but may be annulled at the desire of either Department, upon six months' previous notice given to the other.

Done in duplicate, and signed at Washington, the third day of April, 1889.

{Seal of Post-Office Dep't of U. S.}

JNO. WANAMAKER,
Postmaster-General of the United States.

H. G. EDWARDES,
Her Britannic Majesty's Chargé d'Affaires, Secretary of Legation.

The foregoing Parcels Post Convention between the United States of America and the Leeward Islands, has been negotiated and concluded with my advice and consent, and is hereby approved and ratified.

In testimony whereof I have caused the Great Seal of the United States to be hereunto affixed.

{Great Seal of U. S.}

BENJ. HARRISON.

By the President:
JAMES G. BLAINE,
Secretary of State.

WASHINGTON, *April 5th*, 1889.

FORM 1.

A.

Parcel Post between the United States and the Leeward Islands.

Date Stamp.	FORM OF CUSTOMS DECLARATION.	Place to which the parcel is addressed.

Description of parcel: [State whether box, basket, bag, etc.]	Contents.	Value.	Per cent.	Total customs charges.
		$		$
	Total.	$		$

Date of posting:..... ....., 18..; signature and address of sender { .....
.....

☞ For use of Post-Office only, and to be filled up at the office of exchange.
Parcel Bill No.....; No. of rates prepaid.. .....; Entry No.....

B.

Parcel Post from the Leeward Islands.
The import duty assessed by an officer of customs on contents of this parcel amounts to $....., which must be paid before the parcel is delivered.

Date Stamp.

.....
Customs Officer.

C.

Parcel Post from the Leeward Islands.
This parcel has been passed by an officer of customs and must be delivered FREE OF CHARGE.

Date stamp.

....
Postmaster-General.

FORM 2.

Parcel Post.

A parcel addressed as under has been posted here this day.

Office stamp.

.....

.....

.....

This certificate is given to inform the sender of the posting of a parcel, and does not indicate that any liability in respect of such parcel attaches to the Postmaster-General.

FORM 3.

Date stamp of the United States Post-Office.

Parcels from the United States for the Leeward Islands.

Date stamp of the Leeward Islands Post-Office.

Parcel Bill No. ....., dated..... 18..; per S.S. "....."

*Sheet No. ....

Entry No.	Origin of parcel.	Name of addressee.	Address of parcel.	Declared contents.	Declared value.	Number of rates prepaid to the Leeward Islands.	Remarks.
					$		
				Totals..	$		

When more than one sheet is required for the entry of the parcels sent by the mail, it will be sufficient if the undermentioned particulars are entered on the last sheet of the Parcel Bill.

lbs.

*Total number of parcels sent by the mail to the Leeward Islands.....

*Total weight of mail.....

*Number of boxes or other receptacles forming the mail .....

*Deduct weight of receptacles.....

*Net weight of parcels.....

Signature of dispatching officer at New York Post-Office .....

Signature of receiving officer, Post-Office, Leeward Islands.

.....

PARCELS POST CONVENTION

BETWEEN THE

UNITED STATES OF AMERICA AND THE REPUBLIC OF COLOMBIA.

For the purpose of making better postal arrangements between the United States of America, and the Republic of Colombia, the undersigned, Don M. Dickinson, Postmaster General of the United States of America, by virtue of authority vested in him by law, and Rufino Gutierrez, Director General of Posts and Telegraphs of the Republic of Colombia, duly empowered thereto by the President of the Republic of Colombia, have agreed upon the following articles for the establishment of a parcels post system of exchanges between the two countries.

ARTICLE I.

1. There shall be admitted to the mails exchanged under this Convention, articles of merchandise and mail matter, except letters, post-cards, and written matter, of all kinds that are admitted under any conditions to the domestic mails of the country of origin, except that no packet must exceed five kilograms or eleven pounds in weight, nor the following dimensions: greatest length in any direction sixty centimeters, or two feet; greatest girth one hundred and twenty centimeters or four feet; and must be so wrapped or enclosed as to permit

Con objeto de establecer mejores arreglos postales entre los Estados Unidos de América y la República de Colombia, los infrascritos, Don M. Dickinson, Administrador General de Correos de los Estados Unidos de América, en ejercicio de las facultades que le concede la Ley, y Rufino Gutierrez, Director General de Correos y Telégrafos de la República de Colombia, debidamente autorizado para ello por el Presidente de la República de Colombia, han convenido en los siguientes artículos para el establecimiento de un sistema de Paquetes Postales, entre los dos países.

ARTÍCULO I.

1. Se admitirán en las balijas que se cambien conforme á esta Convencion, mercancias y objetos trasmisibles por el correo, de cualquiera género que sean, exceptuando cartas, tarjetas postales y todo papel escrito, que se admitan conforme á los reglamentos que rigen respecto de las balijas domésticas del país de orígen, con tal de que ningun paquete exceda de cinco kilógramos ú once libras de peso, ni de las dimensiones siguientes: máximo de largo en cualquiera direccion, sesenta centimetros ó dos pies; máximo de perimetro, un metro veinte centime-

their contents to be easily examined by postmasters and customs officers.

2. The following articles are prohibited admission to the mails exchanged under this Convention:

Publications which violate the copy-right laws of the country of destination, liquids, poisons, explosive or inflammable substances, fatty substances, those which easily liquefy, live or dead animals, not dried, insects and reptiles, confections, pastes, fruits and vegetables which will easily decompose, and substances which exhale a bad odor, lottery tickets or circulars, all obscene or immoral articles, other articles which may destroy or in any way damage the mails, or injure the persons handling them.

3. All admissible articles of merchandise mailed in one country for the other, or received in one country from the other, shall be free from any detention or inspection whatever, except such as is required for collection of customs duties, and shall be forwarded by the most speedy means to their destination, being subject in their transmission to the laws and regulations of each country respectively.

ARTICLE II.

1. A letter or communication of the nature of personal correspondence must not accompany, be written on, or enclosed with any parcel.

2. If such be found, the letter will be placed in the mails if separable, and if inseparably attached, the whole package will be rejected. If, however, any such should in-

tros ó cuatro pies; y debera envolverse ó cubrirse de manera que permita que su contenido sea facilmente examinado por los empleados del correo y de la aduana.

2. Será prohibida la admision en las balijas que se cambien entre los dos países, conforme á esta Convencion, de los objetos siguientes:

Publicaciones que violen las leyes de propiedad literaria del país de destino, liquidos, venenos, materias esplosivas ó inflamables, sustancias grasosas, las facilmente liquidables, animales vivos ó muertos, no disecados, insectos y reptiles, dulces, pastas, frutas y vegetales que puedan descomponerse facilmente, sustancias que exhalen mal olor, billetes ó circulares de lotería, todo objeto obsceno ó inmoral, y otros artículos que puedan destruir ó de alguna manera dañar las balijas, ó causar perjuicio á las personas que las manejen.

3. Todos los paquetes de mercancias admisibles que se depositen en el correo de un país con destino al otro, ó que se reciban en un país procedentes del otro, seran libres de toda detencion ó inspeccion de cualquiera género que sea, exceptuando solamente la que fuere necesaria para cobrar los derechos aduanales, y se despacharan á su destino por la via mas rapida, quedando sujetos en su trasmision á las leyes y reglamentos de cada país respectivamente.

ARTÍCULO II.

1. Ninguna carta ó comunicacion que tenga el carácter de correspondencia personal, podrá acompañar al paquete, ya sea que esté escrita sobre él, ó incluida en el mismo.

2. Si se encontrare alguna carta, se pondrá en el correo, si pudiere separarse, y si estuviere adherida de manera que no se pueda separar, se desechará el paquete en-

advertently be forwarded, the country of destination will collect double rates of postage according to the Universal Postal Union Convention.

3. No parcel may contain parcels intended for delivery at an address other than the one borne by the parcel itself. If such enclosed parcels be detected, they must be sent forward singly, charged with new and distinct parcel post rates.

ARTICLE III.

1. The following rates of postage shall in all cases be required to be fully prepaid with postage stamps of the country of origin, viz:

2. For a parcel not exceeding four hundred and sixty grams or one pound in weight, twelve cents; and for each additional four hundred and sixty grams or one pound, or fraction thereof, twelve cents.

3. The packages shall be promptly delivered to addressees at the post offices of address in the country of destination, free of charge for postage; but the country of destination may at its option, levy and collect from the addressee for interior service and delivery a charge not exceeding five cents on each single parcel of whatever weight; and if the weight exceeds four hundred and sixty grams or one pound, a charge equal to one cent for each one hundred and fifteen grams or four ounces of weight, or fraction thereof.

ARTICLE IV.

1. The sender will, at the time of mailing the package, receive a receipt of mailing from the post office where the package is mailed, on a form like Model I annexed hereto.

tero. Sin embargo, si alguna carta fuere enviada inadvertidamente, el país de destino cobrará doble porte por ella, conforme á la Convencion de la Union Postal Universal.

3. Ningun paquete podrá contener bultos que tengan que entregarse á una direccion diferente de la que aparezca sobre el mismo paquete. Si se descubrieren tales bultos, se enviarán uno por uno, cobrandose nuevo y distinto porte por cada uno de ellos.

ARTÍCULO III.

1. Se pagarán previamente y en su totalidad, en todo caso, los siguientes portes de correo en estampillas del correo del país de orígen, á saber:

2. Por un paquete que no exceda del peso de cuatrocientos sesenta gramos ó una libra, doce centavos, y por cada cuatrocientos sesenta gramos ó una libra adicionales, ó fraccion de este peso, doce centavos.

3. Los paquetes se entregarán prontamente á las personas á quienes se dirijan, en la oficina de Correos de su direccion, en el país de su destino, libres de todo recargo por porte de correo; pero el país del destino puede, á su opcion, imponer y cobrar á la persona á quien se dirija el paquete, y en compensacion del servicio interior y de entrega, un recargo que no exceda de cinco centavos por cada paquete que no pase de cuatrocientos sesenta gramos, ó una libra, y si el paquete excediese de ese peso, se cobrará un centavo por cada ciento quince gramos ó cuatro onzas de peso, ó fraccion de ese peso.

ARTÍCULO IV.

1. Al depositar en el correo un paquete, se entregará al remitente un recibo que acredite su entrega en la oficina de correo que lo recibió, conforme al modelo anexo No. I.

The sender of a package may
the same registered by pay-
he registration fee required
gistered articles in the coun-
f origin.
An acknowledgment of the
ery of a registered article
be returned to the sender
requested; but either coun-
ay require of the sender pre-
ent of a fee therefor not ex-
ng five cents.
The addressees of registered
les shall be advised of the ar-
of a package addressed to
, by a notice from the post
of destination.

ARTICLE V.

The sender of each package
make a Customs Declara-
pasted upon or attached to
ackage, upon a special Form
ided for the purpose (See
l 2 annexed hereto) giving a
al description of the parcel,
curate statement of the con-
and value, date of mailing,
the sender's signature and
of residence, and place of
ess.
The packages in question
be subject in the country of
nation to all customs duties
all customs regulations in
in that country for the pro-
on of its Customs Revenues;
he customs duties properly
eable thereon shall be col-
d on delivery, in accordance
the customs regulations of
ountry of destination.

ARTICLE VI.

ch country shall retain to its
use, the whole of the post-
registration and delivery
it collects on said packages;
equently, this Convention
give rise to no separate ac-
ts between the two countries.

2. El remitente de un paquete podrá certificarlo, pagando el derecho de certificacion que se cobre en el país de su orígen.

3. Se enviará al remitente cuando asi lo solicite, un documento que justifique la entrega de un objeto certificado; pero cada país puede exigir del remitente el pago previo de un derecho por ese servicio, que no exceda de cinco centavos.

4. Se informará á las personas á quienes se dirijan artículos certificados de la llegada de un paquete dirigido á ellas, por la oficina de correos de destino.

ARTÍCULO V.

1. El remitente de cada paquete hará una declaracion aduanal que se pegará ó agregará al paquete, segun una formula especial que se le facilitará para ese objeto, (Vease el modelo anexo No. 2) que contenga una descripcion general del paquete, una manifestacion exacta de su contenido y valor, fecha del envío, fecha y lugar de residencia del remitente y lugar de su destino.

2. Estos paquetes quedarán sujetos en el país de su destino á todos los reglamentos y derechos aduanales que estuvieren vigentes en el mismo país, para proteger las rentas de sus aduanas; los derechos aduanales que debidamente corresponda cobrar sobre los mismos paquetes, serán cobrados al entregarse estos, de acuerdo con los reglamentos aduanales del país de destino.

ARTÍCULO VI.

Cada país retendrá para su propio uso, el total del porte de correo, de los derechos de certificacion y de entrega que colecte sobre dichos paquetes; y en consecuencia, esta Convencion no motivará cuentas separadas entre los dos países.

ARTICLE VII.

1. The packages shall be considered as a component part of the mails exchanged direct between the United States of America and the Republic of Colombia, to be despatched by the country of origin to the other at its cost and by such means as it provides, in ordinary mail sacks to be marked "Parcels Post" and to be securely sealed with wax or otherwise as may be mutually provided by regulations hereunder.

2. Each country shall return to the despatching office by next mail, all bags or sacks used in the exchange of parcels.

3. Although articles admitted under this Convention will be transmitted as aforesaid between the exchange offices, they should be so carefully packed as to be safely transmitted in the open mails of either country, both in going to the exchange office in the country of origin and to the office of address in the country of destination.

4. Each despatch of a parcel post mail must be accompanied by a descriptive list in duplicate, of all the packages sent, showing distinctly the list number of each parcel, the name of the sender, the name of the addressee with address of destination; and must be enclosed in one of the sacks of such despatch under the Form of Model 3, annexed hereto.

ARTICLE VIII.

Exchanges of mails under this Convention from any place in either country to any place in the other shall be effected through the post offices of both countries already designated as Exchange

ARTÍCULO VII.

1. Los paquetes se considerarán como parte componente de las balijas cambiadas directamente entre los Estados Unidos de América y la República de Colombia, y seran despachados por el país de su orígen al otro, á su costo y por los medios que él provea, en sacos ordinarios de correspondencia que se marcarán: "Paquetes Postales" y se sellarán con la seguridad debida, con lacre, ó de alguna otra manera que se determine mutuamente por los reglamentos respectivos.

2. Cada país devolverá á la oficina de correo que los despache, por el próximo correo, todos los sacos usados en el cambio de paquetes.

3. Aunque los objetos admitidos conforme á esta Convencion se trasmitirán en la forma designada, entre las oficinas de cambio deberán empacarse cuidadosamente, á fin de que puedan trasmitirse en balijas abiertas de un país, tanto á la oficina de correos de cambio en el país de su orígen, como á la oficina de correos á donde se dirijan, en el país de su destino.

4. Cada envío de paquetes postales irá acompañado de una lista descriptiva, hecha por duplicado, de todos los paquetes enviados, que demuestre distintamente el número de lista de cada paquete, el nombre del remitente, el nombre de la persona á quien se dirije con la direccion de su destino, y deberá incluirse en uno de los sacos del mismo envio, de acuerdo con el modelo número 3, anexo á esta Convencion.

ARTÍCULO VIII.

El cambio de balijas conforme á esta Convencion, de cualquiera lugar de un país á cualquiera lugar del otro, se verificará por las oficinas de correos de ambos países, ya designadas como oficinas

Offices, or through such oth-
s may be hereafter agreed
, under such regulations rela-
o the details of the exchanges,
ay be mutually determined
essential to the security and
dition of the mails and the
ction of the Customs Reve-

de correos de cambio, ó por aquellas otras que pueda convenirse mas adelante, conforme con los reglamentos relativos á los detalles de los cambios que se acuerden mutuamente como esenciales á la seguridad y celeridad de las balijas y á la proteccion de los derechos aduanales.

ARTICLE IX.

As soon as the mail shall have
ıed the exchange office of des-
ion, that office shall check the
ents of the mail.

In the event of the Parcel
not having been received, a
titute should at once be pre-
d.

Any errors in the entries on
Parcel Bill which may be dis-
ed, shall, after verification
second officer, be corrected
noted for report to the de-
hing office on a Form, "Veri-
on Certificate," which shall
nt in the special envelope.

If a parcel advised on the bill
ot received, after the non-re-
has been verified by a second
er, the entry on the bill should
anceled and the fact reported
ice.

Should a parcel be received
damaged or imperfect condi-
, full particulars shall be re-
ed on the same form.

If no Verification Certificate
ote of error be received, a par-
mail shall be considered as
delivered, having been found
xamination correct in all re-
ts.

ARTÍCULO IX.

1. La oficina de correos del país del destino, anotará el contenido de la balija, tan luego como la reciba.

2. En el caso de que no se recibiere una lista de los paquetes enviados por el correo, se hará desde luego una que la sustituya.

3. Los errores que puedan haberse cometido y se descubrieren en la lista de los paquetes enviados por el correo, se corregiran despues de haber sido rectificados por un segundo empleado, y se comunicarán á la oficina que envío los paquetes, en la forma de "Certificado de Comprobacion", que se enviará en cubierta especial.

4. Si no se recibiere algun paquete de los contenidos en la lista, despues de haberse certificado este hecho por un segundo empleado, se cancelará la anotacion respectiva de la lista, y se dará cuenta de este hecho desde luego.

5. Cuando se recibiere un paquete averiado ó en un estado imperfecto, se comunicarán en la misma forma detalles completos sobre su estado.

6. Si no se recibiere "Certificado de Comprobacion", ó noticia de error, se considerará que la balija de paquetes fué debidamente recibida y que habiendo sido examinada, se encontró exacta bajo todos aspectos.

ARTICLE X.

the packages cannot be deliv-
as addressed, or if they are
sed they should be recipro-

ARTÍCULO X.

Si no pudiere entregarse un paquete á la persona á quien se dirije, ó si ésta se rehusare á recibirlo,

but may be annulled at the desire of either Department, upon six months previous notice given to the other.

Done in duplicate, and signed at Washington the 18th day of January one thousand eight hundred and eighty-nine, and at Bogota the 30th day of March one thousand eight hundred and eighty-nine.

la notificacion de uno de los Departamentos de Correos hecha al otro, con seis meses de anticipacion.

Hecho por duplicado y firmado en Washington el diez y ocho de Enero, mil ochocientos ochenta y nueve, y en Bogotá el treinta de Marzo de mil ochocientos ochenta y nueve.

[L. S.] (Signed) DON M. DICKINSON,
Postmaster-General of the United States of America.

[L. S.] (Signed) RUFINO GUTIÉRREZ,
Director General de Correos y Telégrafos de la República de Colombia.

The foregoing Parcels Post Convention between the United States of America and the Republic of Colombia has been negotiated and concluded with my advice and consent, and is hereby approved and ratified.

In testimony whereof I have caused the Great Seal of the United States to be hereunto affixed.

[Great Seal of U. S.] GROVER CLEVELAND.

By the President:

T. F. BAYARD,
Secretary of State.

WASHINGTON, D. C., *January 19th*, 1889.

GOBIERNO EJECUTIVO,
Bogotá, 9 de Abril de 1889.

Apruébase y ratificase la precedente Convención para el cambio de paquetes postales entre la República de Colombia y los Estados Unidos de América, celebrada de acuerdo con la autorizacion y instrucciones comunicadas sobre el partículo al Director General de Correos y Telégrafos.

[Seal of the Republic of Colombia.] CARLOS HOLGUIN.

El Minstro de Relaciones Exteriores,
VICENTE RESTUPO.

FORM No. 1.

Parcel Post.

A parcel addressed as under has been posted here this day.

Office stamp.

.....

.....

.....

This certificate is given to inform the sender of the posting of a parcel, and does not indicate that any liability in respect of such parcel attaches to the Postmaster-General.

FORM No. 2.

Parcel post between the United States and Colombia.

Date. Stamp.	FORM OF CUSTOMS DECLARATION.	Place to which the parcel is addressed.

Description of parcel: [State whether box, basket, bag, etc.]	Contents.	Value.	Per cent.	Total customs charges.
		$		$
	Total.	$		$

Date of posting:.... ....., 18..; signature and address of sender { ....

☞ For use of Post-Office only, and to be filled up at the office of exchange.
Parcel Bill No. .....; No. of rates prepaid .....; Entry No. .....

FORM No. 3.

Date stamp of the United States Post-Office.

Parcels from the United States for Colombia.

Date stamp of the Colombian Post-Office.

Parcel Bill No. ..... , dated ..... 18..; by "..... .."

*Sheet No. ....

Entry No.	Origin of parcel.	Name of addressee.	Address of parcel.	Remarks.

When more than one sheet is required for the entry of the parcels sent by the mail, it will be sufficient if the undermentioned particulars are entered on the last sheet of the Parcel Bill.

*Total number of parcels sent by the mail to Colombia..... .....

*Number of boxes or other receptacles forming the mail.....

Signature of dispatching officer at the United States Post-Office ....

*Total weight of mail..... *lbs.*

*Deduct weight of receptacles .....

*Net weight of parcels.....

Signature of receiving officer at Colombian Post-Office.

....

PARCELS POST CONVENTION

BETWEEN THE

UNITED STATES OF AMERICA AND THE REPUBLIC OF SALVADOR.

The undersigned,

Don M. Dickinson, Postmaster General of the United States of America, and Santiago Perez Triana, Vice Consul of the Republic of Salvador in New York, duly empowered thereto, for the purpose of making better postal arrangements between the United States of America and the Republic of Salvador, have agreed upon the following articles for the establishment of a Parcels-Post system of exchanges between the two countries.

ARTICLE I.

The provisions of this Convention relate only to parcels of mail matter to be exchanged by the system herein provided for, and do not affect the arrangements now existing under the Universal Postal Union Convention, which will continue as heretofore; and all the agreements hereinafter contained apply exclusively to mails exchanged under these articles.

ARTICLE II.

1. There shall be admitted to the mails exchanged under this Convention, articles of merchandise and mail matter except letters, postcards, and written matter of all kinds that are admitted under

Los infrascritos,

Don M. Dickinson, Director General de Correos de los Estados Unidos de América, i Santiago Perez Triana, Vice Consul de la República del Salvador en New York, competentemente autorizados, con el objeto de establecer mejores arreglos postales entre los Estados Unidos de América, i la República del Salvador, han acordado los siguientes artículos de convenio para la adopcion de un sistema de canje de Fardos Postales entre ambos países.

ARTÍCULO I.

Las disposiciones de esta Convencion se referirán únicamente á fardos postales, los cuales deberán canjearse segun el sistema por los presentes establecido, i en nada afectarán los arreglos actualmente existentes de la Convencion de la Union Postal Universal que continuarán como hasta aqui; entendiendose que todos los arreglos á que estos artículos se refieren serán aplicables exclusivamente á las malas canjeadas segun los mismos artículos.

ARTÍCULO II.

1. Se admitirán al canje de malas en los términos de esta Convencion, artículos de mercaderías i paquetes postales exceptuando cartas, tarjetas postales, i toda clase de escritos que se admitan

nditions to the domestic of the country of origin, that no packet must exceed nds (or 5 kilograms) in ;, nor the following dimen- Greatest length in any di- ı, 105 centimeters (or 3 feet ıes); greatest length and combined 180 centimeters ĸ feet); and must be so ed or inclosed as to permit ontents to be easily exam- y postmasters and customs s; and except that the fol- ; articles are prohibited:

lications which violate the ight laws of the country of ation; liquids, poisons, ex- e or inflammable substan- tty substances, those which liquefy, live or dead ani- not dried, insects and rep- confections, pastes, fruits egetables which will easily ıpose, and substances which a bad odor, lottery tickets culars, all obscene or im- articles, other articles may destroy or in any way ge the mails, or injure the ıs handling them.

All admissible articles of ıandise mailed in one coun- r the other, or received in ountry from the other, ıer by land or sea convey- shall be free from any de- n or inspection whatever, t such as is required for col- ns of customs duties, and be forwarded by the most y means to their destina- being subject in their trans- n to the laws and regula- of each country respect-

bajo cualquiera condicion en los correos domésticos del país de orígen, con tal de que el peso de los paquetes no exceda de 11 libras (ó 5 kilogramos), ni de que las dimensiones sean mayores que las siguientes: mayor longitud en cualquiera direccion 105 centimetros (ó 3 pies 6 pulgadas); mayor longitud i grosor combinados 180 centimetros (ó seis pies), debiendo estar de tal manera envueltos ó cerrados que permitan el fácil examen del contenido por los Directores de Correos i empleados de aduana; exceptuandose, ademas los artículos que siguen i cuya admision queda prohibida en el canje de malas establecido por la presente Convencion, á saber:

Publicaciones que violen las leyes de Imprenta del país de destino, liquidos, venenos, sustancias explosivas ó inflamables, sustancias grasas, sustancias de fácil derretimiento, animales vivos ó muertos no disecados, insectos ó reptiles, dulces, pastas, frutas i legumbres de fácil descomposicion, i sustancias que exhalen mal olor, billetes ó circulares de lotería, toda clase de artículos obscenos é inmorales, i cuantos otros puedan destruir ó de alguna manera dañar las malas ó perjudicar á las personas que las manejen.

2. Todos los artículos de mercaderías admisibles dirijidos por un país al otro ó recibidos en un país de procedencia del otro, yá sea por conducto terrestre ó marítimo, estarán exentos de detencion ó inspeccion de cualquiera naturaleza, con excepcion de aquellos que requieran el cobro de derechos de aduana i serán despachados por las vias mas expeditas á su destino, quedando sujetos en su trasmision á las leyes i reglamentos de cada país, respectivamente.

ARTICLE III.

A letter or communication nature of personal corre-

ARTÍCULO III.

1. Ninguna carta ó comunicacion que tenga el carácter de

spondence must not accompany, be written on, or enclosed with any parcel.

2. If such be found, the letter will be placed in the mails if separable, and if inseparably attached, the whole package will be rejected. If, however, any such should inadvertently be forwarded, the country of destination will collect double rates of postage according to the Universal Postal Union Convention.

3. No parcel may contain parcels intended for delivery at an address other than the one borne by the parcel itself. If such enclosed parcels be detected, they must be sent forward singly, charged with new and distinct parcels post rates.

ARTICLE IV.

1. The following rates of postage, shall in all cases be required to be fully prepaid with postage-stamps of the country of origin, viz:

2. For a parcel not exceeding 453 grams (one pound) in weight, sixty centimes (twelve cents); and for each additional 453 grams (one pound), or fraction thereof, sixty centimes (twelve cents).

3. The packages shall be promptly delivered to addressees at the post offices of address in the country of destination, free of charge for postage; but the country of destination may at its option, levy and collect from the addressee for interior service and delivery a charge not exceeding twenty-five centimes (five cents) on each single parcel of whatever weight; and if the weight exceeds 453 grams (one pound), a charge equal to five centimes (one cent) for each 113 grams (four ounces), of weight, or fraction thereof.

correspondencia personal debe accompañar los fardos ni llevarlas adheridas ó adjuntas.

2. En caso de descubrirse tales comunicaciones se incluirán en las malas, caso de ir separadas, i si no fuere posible separarlas, se rehusará la admision del fardo que las contenga. Si no obstante la anterior disposicion, se diese curso inadvertidamente á algun paquete, el país de destino cobrará doble porte, segun la Convencion de la Union Postal Universal, del destinario.

3. Ningun fardo podra contener paquetes destinados á ser entregados á otra direccion que la que el mismo fardo lleve. Si algunos paquetes se descubriesen, se remitirán separadamente, cobrando por cada uno de ellos nueva i distinta tasa postal.

ARTÍCULO IV.

1. Los siguientes portes se cobrarán siempre adelantados, en estampillas postales del país de orígen, á saber:

2. Por un fardo cuyo peso no pase de 453 gramos (una libra), sesenta centimos (doce centavos); i por cada 453 gramos (una libra) ó fraccion adicional, sesenta centimos (doce centavos).

3. Los paquetes serán entregados prontamente á sus destinatarios en la oficina de correos que se indique en la direccion, en el país de destino i libres de porte; pero este último puede, si lo juzga conveniente, cobrar al destinatario un sobre porte que no pase de 25 centimos (cinco centavos) por cada paquete de cualquier peso que sea, paracubrir los gastos del servicio interior; i si el peso excediese de 453 gramos (una libra) podrá cobraf cinco centimos (un centavo) por cada 113 gramos (cuatro onzas), ó fraccion adicional.

ARTICLE V.

e sender will at the time
ing the package, receive a
of mailing from the post
ere the package is mailed,
m like Model 1 annexed

e sender of a package
ve the same registered by
the registration fee re-
for registered articles in
ntry of origin.
acknowledgment of the
of a registered article
returned to the sender
quested; but either coun-
require of the sender
ent of a fee therefor not
g five cents, (25 cen-

addressees of registered
shall be advised of the ar-
a package addressed to
a notice from the post
destination.

ARTICLE VI.

sender of each package
ake a Customs Declara-
ted upon or attached to
age, upon a special Form
for the purpose (see
annexed hereto) giving a
description of the parcel,
ate statement of the con-
l value, date of mailing,
sender's signature and
residence, and place of
The Customs Declara-
rein provided shall be
in the country of origin
uch period as the Post-
General of the country of
on shall request such

packages in question
subject in the country of
on to all customs duties
customs regulations in
that country for the pro-
f its Customs Revenues;
customs duties properly
le thereon shall be col-
delivery, in accordance

ARTÍCULO V.

1. El remitente recibirá una certificacion al depositar un fardo en la administracion de correos, segun el Modelo No. 1° anexo al presente convenio.

2. El remitente de un fardo puede hacerlo registrar pagando los derechos que se acostumbra cobrar en el país de orígen.

3. Si el remitente lo solicitare se le dará al recibirse, una constancia de entrega del artículo registrado; pero ambos países pueden anticipadamente exigir del remitente por este servicio una tasa que no exceda de cinco centavos (25 centimos).

4. Las administraciones de correos de destino tienen obligacion de avisar á los destinatarios de la llegada de artículos registrados dirijidos á ellos.

ARTÍCULO VI.

1. El remitente de un fardo debe hacer una Declaracion de Aduana que adherirá ó atará al fardo en un machote especial que se le dará con ese objeto (Modelo No. 2), en el que hará una descripcion sumaria del fardo, una constancia detallada de su contenido i valor, fecha de deposito, su firma, lugar de residencia i direccion. La Declaracion de aduana de que se hace mencion en este artículo, podrá omitirse en el país de orígen durante el tiempo que el Director General de correos del país de destino así lo pida.

2. Los fardos en cuestion estarán sujetos en el país de destino á todos los derechos de importacion i leyes de aduana vigentes en el país, i los derechos de aduana que deban pagar deberán recojerse del destinatario á la entrega del fardo segun las leyes del país de destino; peró ni el

with the customs regulations of the country of destination.

remitente ni el destinatario podrán ser obligados á pagar multas ó sufrir cualquier otro castigo por la falta de cumplimiento de otras leyes aduaneras que no sean las de su país.

ARTICLE VII.

Each country shall retain to its own use, the whole of the postages, registration and delivery fees, it collects on said packages; consequently, this Convention will give rise to no separate accounts between the two countries.

ARTÍCULO VII.

Cada país percibirá para su propio uso el valor total de los portes i derechos de registro i entrega, que recoja por dichos fardos; por consiguiente este convenio no dará lugar á la creacion de nuevas cuentas entre los dos países.

ARTICLE VIII.

1. The packages shall be considered as a component part of the mails exchanged direct between the United States of America and the Republic of Salvador, to be despatched by the country of origin to the other at its cost and by such means as it provides, in ordinary mail sacks to be marked "Parcels-Post" and to be securely sealed with wax or otherwise as may be mutually provided by regulations hereunder.

ARTÍCULO VIII.

1. Los fardos se considerarán como parte componente de las malas canjeadas directamente entre los Estados Unidos de América i la República del Salvador para ser despachados por el país de orígen al de destino por su cuenta i por los medios que esten á su alcance; pero deben remitirse á opcion de las oficinas espedidoras, en cajas preparadas espresamente al efecto ó en sacos ordinarios de correo que seran marcados con las palabras "Fardos Postales" i debidamente asecurados con lacre ó de otra manera, segun se disponga mutuamente en el presente convenio.

2. Each country shall return to the despatching office by next mail, all bags or sacks used in the exchange of parcels.

2. Cada país devolverá á la oficina de orígen, á vuelta de correo, todos los sacos i cajas.

3. Although articles admitted under this Convention will be transmitted as aforesaid between the exchange offices, they should be so carefully packed as to be safely transmitted in the open mails of either country, both in going to the exchange office in the country of origin and to the office of address in the country of destination.

3. Aunque los artículos admitidos segun este convenio deberán trasmitirse como queda dicho, entre las oficinas principales de ambos países, deben estar tan bien empacados que puedan mandarse por los correos interiores con toda seguridad tanto á la oficina de canje de orígen como á la oficina de direccion en el país de destino.

4. Each despatch of a parcel post mail must be accompanied by a descriptive list in duplicate,

4. Cada parte de correo de fardos postales debe ir accompañada de una lista descriptiva, por du-

the packages sent, showing
ctly the list number of each
, the name of the sender,
ame of the addressee with
s of destination; and must
losed in one of the sacks of
espatch under the Form of
3, annexed hereto.

ARTICLE IX.

hanges of mails under this
ntion from any place in
country to any place in the
whether by sea or overland,
be effected through the post
of both countries already
ated as Exchange Post offi-
through such others as
be hereafter agreed upon,
such regulations relative
details of the exchanges,
y be mutually determined
ssential to the security and
ition of the mails and the
tion of the Customs Reve-

ARTICLE X.

s soon as the mail shall
eached the exchange office
tination, that office shall
the contents of the mail.

n the event of the Parcel-
ot having been received, a
tute should at once be pre-

ny errors in the entries on
rcel Bill which may be dis-
d, shall, after verification
econd officer, be corrected
oted for report to the des-
ng office on a Form, "Veri-
n Certificate", which shall
t in the special envelope.

a parcel advised on the
not received, after the non-
has been verified by a sec-
ficer, the entry on the bill
be canceled and the fact
d at once.

plicado, de todos los paquetes que se envien: de modo que la lista contenga. distintamente el número de cada paquete, el nombre del remitente i el nombre del destinatario con la direccion de destino; cuya lista debe ir dentro de una de las cajas ó sacos á que se refiere el parte. (Modelo No. 3).

ARTÍCULO IX.

Todo canje de malas segun este Convenio de cualquier lugar de un país á cualquier lugar del otro, yá sea por mar ó por tierra, se deberá hacer por medio de las oficinas postales de ambos países yá designadas como oficinas de canje, ó por medio de otras que en lo sucesivo se disponga designar segun las disposiciones relativas á los detalles de canje que mutuamente se determinen como esenciales á la seguridad i expedicion de las malas i á la proteccion de las rentas aduaneras.

ARTÍCULO X.

1. Tan luego como la mala haya llegado á la oficina de canje de destino, esa oficina confrontará su contenido.

2. En el caso de que algun parte de fardos postales no haya sido recibido, se preparará inmediatamente un sustituto.

3. Cualquier error de asiento en un parte de fardos postales que se descubra deberá ser corregido por un segundo oficial i anotado para dar cuenta del mismo á la Administracion remitente en un machote llamado Certificado de Verificacion que se enviará bajo cubierta especial.

4. Si no se recibiere algun paquete registrado en el parte, despues de haber verificado la no recepcion por medio de un segundo oficial, el asiento en el parte será cancelado i se dará cuenta en el acto de este hecho.

5. Should a parcel be received in a damaged or imperfect condition, full particulars shall be reported on the same form.

6. If no Verification Certificate or note of error be received, a parcel mail shall be considered as duly delivered, having been found on examination correct in all respects.

5. Si se recibiere algun paquete averiado ó en mala condicion, se dará cuenta detallada de lo ocurrido en el mismo machote.

6. Si no se recibiere certificado alguno de verificacion ó nota de error, el envio (ó la mala) de fardos postales se considerará como entregado en regla i correcto en todo respecto.

Article XI.

If the packages cannot be delivered as addressed, or if they are refused, they should be reciprocally returned without charge, directly to the despatching office of exchange, at the expiration of thirty days from their receipt at the office of destination, and the country of origin may collect from the sender for the return of the parcel, a sum equal to the postage when first mailed.

Artículo XI.

Si los paquetes no pueden ser entregados á sus respectivas direcciones ó si sus destinatarios rehusaren recibirlos, serán devueltos de una i otra parte sin sobre porte i directamente á las oficinas de canje expedidoras, al expirar el término de treinta dias á contar de la fecha en que fueron recibidos en la oficina de destino, pudiendo el país de orígen cobrar al remitente por la devolucion del paquete, una suma igual al parte que pago por remitirlo.

Article XII.

The Post Office Department of either of the contracting countries will not be responsible for the loss or damage of any package, and no indemnity can consequently be claimed by the sender or addressee in either country.

Artículo XII.

Las oficinas de correos de ambos países contratantes no serán responsables por la perdida ó daño de cualquier paquete, i por consiguiente no se atenderán los reclamos en uno ú otro país que hicieren el remitente ó el destinatario.

Article XIII.

The Postmaster-General of the United States of America, and the Director-General of Posts of the Republic of Salvador, may by agreement, exempt on account of insecurity in the conveyance, or other causes, certain post offices in either country, from receiving or despatching packages of merchandise as provided for by this Convention, and shall have authority to jointly make such further regulations of order and detail, as may be found necessary to carry out the present Conven-

Artículo XIII.

El Director General de Correos de los Estados Unidos de América, i el Director General de Correos de la República del Salvador, pueden convenir en exceptuar ciertas oficinas postales de recibir ó despachar paquetes de mercaderías segun el presente Convenio por falta de seguridad en la conducion ú otras causas, i tendran autoridad para hacer de comun acuerdo aquellas reglamentaciones de órden i detalle que crean necesarias de tiempo en tiempo para cumplir debidamente las

tion from time to time; and may by agreement prescribe conditions for the admission to the mails of any of the articles prohibited by Article II of this Convention.

prescripciones del presente Convenio, asi como convenirse en la admision en las malas de cualquiera de los artículos prohibidos en el II Artículo de esta Convencion.

ARTICLE XIV.

This Convention shall be ratified by the contracting countries in accordance with their respective laws, and its ratifications shall be exchanged at the city of Washington as early as possible. Once ratified, and its ratifications exchanged, it shall take effect, and operations thereunder shall begin on the 1st day of February 1889, and shall continue in force until terminated by mutual agreement, but may be annulled at the desire of either Department, upon six months previous notice given to the other.

Done in duplicate and signed at Washington the twenty-sixth day of November one thousand eight hundred and eighty eight.

ARTÍCULO XIV.

Esta Convencion se ratificará por los países contratantes de acuerdo de con sus respectivas leyes, i sus ratificaciones se canjearán en la ciudad de Washington, lo mas pronto que fuere posible. Una vez ratificada i canjeadas sus ratificaciones, comenzará á tener efecto el 1° de Febrero de 1889, i continuará en vigor hasta que se termine por consentemiento mutuo; pero podra anularse, con la notificacion de uno de los Departamentos de Correos hecha al otro, con seis meses de anticipacion.

Hecho por duplicado i firmado en Washington el dia veinte seis de Noviembre de mil ochocientos ochenta i ocho.

[L. S.] (Signed) DON M. DICKINSON,
Postmaster General of the United States of America.
(Signed) SANTIAGO PEREZ TRIANA,
Vice Consul of the Republic of Salvador.

The foregoing Parcels-Post Convention between the United States of America and the Republic of Salvador, has been negotiated and concluded with my advice and consent, and is hereby approved and ratified.

In testimony whereof I have caused the great seal of the United States to be hereunto affixed.

[Great Seal of U. S.] BENJ. HARRISON.

By the President:
JAMES G. BLAINE,
Secretary of State.
WASHINGTON, D. C., *June* 21, 1889.

NATIONAL PALACE,
San Salvador, January 4, 1889.

Having examined the preceding Convention, concluded at New York, on the 26th day of November 1888, between Don Santiago

PALACIO NACIONAL,
San Salvador, Enero 4 *de* 1889.

Vista la Convencion que antecede, celebrada en Nueva York, el dia 26 de Noviembre de 1888, entre los Señores Don Santiago

FORM 1

Parcel Post.

A parcel addressed as under has been posted here this day.

Office stamp.

.....

.....

.....

This certificate is given to inform the sender of the posting of a parcel, and does not indicate that any liability in respect of such parcel attaches to the Postmaster-General.

FORM 2.

Parcel post between the United States and Salvador.

Date Stamp.	FORM OF CUSTOMS DECLARATION.	Place to which the parcel is addressed.

Description of parcel: [State whether box, bag, basket, etc.]	Contents.	Value.	Per cent.	Total customs charges.
		$		$
	Total.	$		$

Date of posting: .....,18..; signature and address of sender { .... }

☞ For use of Post-Office only, and to be filled up at the office of exchange.
Parcel Bill No. .....; No. of rates prepaid .....; Entry No.....

FORM 8.

Date stamp of the United States Post-Office.

Parcels from the United States for Salvador.

Date stamp of the Salvador Post-Office.

Parcel Bill No..... dated..... 18..; per S. S. "....."

*Sheet No.....

Entry No.	Origin of parcel.	Name of addressee.	Address of parcel.	Declared contents.	Declared value.		Number of rates prepaid.	Remarks.
					$			
				Totals...	$			

When more than one sheet is required for the entry of the parcels sent by the mail, it will be sufficient if the undermentioned particulars are entered on the last sheet of the Parcel Bill.

*Total number of parcels sent by the mail .....

*Number of boxes or other receptacles forming the mail..... .....

Signature of dispatching officer at United States Post-Office .....

*Total weight of mail ..... lbs.

*Deduct weight of receptacles.....

*Net weight of mail .....

Signature of receiving officer at Salvador Post Office:

.....

REPORT

OF THE

SUPERINTENDENT OF THE DEAD-LETTER OFFICE

TO THE

POSTMASTER-GENERAL

FOR

THE YEAR ENDED JUNE 30, 1889.

957

REPORT

OF THE

SUPERINTENDENT OF THE DEAD-LETTER OFFICE.

POST-OFFICE DEPARTMENT,
DEAD-LETTER OFFICE,
Washington, D. C., October 1, 1889.

SIR: I have the honor to submit herewith the following report and accompanying statements illustrating the operations of the Dead-Letter Office for the fiscal year ended June 30, 1889:

There were received during the year 6,206,893 pieces of original dead mail matter, a decrease of 10,983 pieces from the number received during the fiscal year ended June 30, 1888. In addition to this number, there were also received 261,956 letters without valuable inclosures, which had been returned to the writers, but, failing of delivery, were again sent to the Dead-Letter Office. These, together with 230 "held-for-postage" letters, and 10,214 letters of foreign origin on hand and undisposed of on July 1, 1888, make the total number of pieces treated during the year 6,479,293, which were classified, treated, and disposed of as follows:

1. Domestic mailable letters:		
(*a*) Ordinary unclaimed letters	4,650,986	
(*b*) Letters returned from hotels	137,129	
(*c*) Letters bearing fictitious addresses	23,701	
(*d*) Letters returned from foreign countries	180,481	
(*e*) Ordinary letters without inclosures sent to writers and returned on failure to deliver	261,956	
		5,254,244
2. Domestic unmailable letters:		
(*a*) Letters containing unmailable articles	1,308	
(*b*) Letters held for postage	109,863	
(*c*) Letters misdirected or only partially addressed	455,421	
(*d*) Letters without address	19,684	
(*e*) Miscellaneous	5,567	
		591,843
3. Domestic parcels of third and fourth class matter		76,088
4. Letters mailed in foreign countries		495,820
5. Printed matter, samples, etc., mailed in foreign countries and returnable		38,082
6. Registered articles:		
(*a*) Of domestic origin	5,069	
(*b*) Of foreign origin	17,247	
		22,316
Total as before		6,479,293

The mail matter treated during the year was disposed of as follows:

Domestic mailable letters:		
Card and request letters delivered unopened		68,034
Letters opened (disposed of as detailed below)		4,926,084
Ordinary letters without valuable inclosures sent to writers and returned on account of failure to deliver, and subsequently destroyed		261,956
Domestic unmailable letters:		
Held-for-postage letters forwarded unopened to addresses on receipt of postage		3,783
Held-for-postage letters forwarded to officials unopened		256
Held-for-postage letters opened (disposed of as below)		104,858
Held-for-postage letters on hand at close of year		193
Misdirected letters forwarded unopened after correction of address		96,105
Misdirected letters opened (disposed of as below)		358,259
Letters without address opened (disposed of as below)		19,684
Letters containing unmailable articles opened (disposed of as below)		1,308
Miscellaneous unmailable letters opened (disposed of as below)		5,567
Domestic third and fourth class matter:		
Parcels opened and disposed of as below		76,088
Foreign matter:		
Letters returned to country of origin or delivered to addresses	486,850	
Letters on hand at close of year	8,970	
Parcels of printed matter, samples, etc., returned unopened or delivered to addresses	38,982	
		534,802
Registered articles:		
Domestic—		
Of domestic origin, delivered unopened	2,692	
Of domestic origin, opened	2,377	
		5,069
Foreign—		
Returned to country of origin, or delivered to addresses	16,904	
On hand at close of year	343	
		17,247
Total		6,479,293

The following was the disposition of mail matter opened in the Dead-Letter Office:

Delivered:		
Letters containing money	14,764	
Letters containing drafts, money-orders, notes, etc	22,873	
Letters containing postal-notes	3,148	
Letters containing miscellaneous papers, etc	34,207	
Letters containing postage-stamps	120,552	
Letters containing nothing of value	1,838,768	
Photographs	32,410	
Parcels of merchandise, books, etc	29,775	
		2,096,497
Returned to owners and awaiting evidence of delivery:		
Letters containing money	1,171	
Letters containing drafts, notes, etc	892	
Letters containing postal-notes	193	
		2,256
Under treatment, looking to delivery:		
Letters containing money	2,152	
Letters containing drafts, money-orders, notes, etc	164	
Letters containing postal-notes	12	
Letters containing miscellaneous papers, etc	127	
Letters containing postage-stamps	501	
Letters containing nothing of value	19,349	
Photographs	112	
Parcels of merchandise, books, etc	409	
		22,826

Filed upon failure to deliver, subject to reclamation:		
Letters containing money	6,925	
Letters containing drafts, notes, etc	1,076	
Letters containing postal-notes	279	
Letters containing miscellaneous papers, etc	12,015	
Letters containing postage-stamps	3,442	
Photographs	8,237	
Parcels of merchandise, books, etc	41,559	
Unmailable letters	1,642	
		75,175
Destroyed:		
Letters without inclosures, which could not be returned to writers	3,508,645	
Parcels containing pamphlets, fruit, seeds, medicines, etc	15,626	
Letters containing postage-stamps	3,233	
		3,527,504
Grand total		5,724,258

FOREIGN DEAD MAIL MATTER.

Returned to country of origin;		
Registered articles	16,514	
Ordinary letters	481,022	
Parcels of printed matter, samples, etc	35,031	
		532,567
Delivered to addresses on application:		
Registered articles	182	
Ordinary letters	202	
Parcels of printed matter, samples, etc	631	
		1,015
Misdirected matter forwarded to corrected addresses:		
Registered articles	208	
Ordinary letters	8,166	
Parcels of printed matter, samples, etc	3,320	
		11,694
On hand under treatment at close of year:		
Registered articles	343	
Ordinary letters	8,970	
		9,313
Grand total		554,589

MATTER RETURNED FROM FOREIGN COUNTRIES.

The number of pieces of mail matter originating in the United States and returned to Dead-Letter Office as undeliverable, were classified as follows:

Registered articles	1,814
Ordinary letters (including postal-cards)	192,097
Parcels of printed matter, samples, etc	44,570
Total	238,481

DEAD REGISTERED MATTER.

Of the 21,935 unclaimed registered letters and parcels received there were—

Delivered to addressees or restored to senders	20,683
Returned to postmasters for delivery and awaiting receipt	184
Filed upon failure to discover ownership and awaiting reclamation	1,068
Total	21,935

VALUE OF INCLOSURES IN MAIL MATTER RESTORED TO OWNERS.

The following shows the number of letters restored to owners or in course of restoration, with the character and value of contents:

Description.	Number.	Value.
Letters containing money restored to owners	14,764	$25,503.66
Letters containing money outstanding in the hands of postmasters for restoration to owners	1,171	4,234.19
Number of letters containing drafts, checks, notes, money-orders, etc., restored to owners	22,873	1,444,895.82
Number of letters containing drafts, notes, checks, money-orders, etc., outstanding in the hands of postmasters for restoration to owners	892	55,121.36
Number of letters containing postal-notes restored to owners	3,148	4,600.97
Number of letters containing postal notes outstanding in the hands of postmasters for restoration to owners	193	483.93

REVENUE DERIVED FROM DEAD MAIL MATTER.

The amount of revenue derived from dead matter during the year and delivered to Third Assistant Postmaster-General for deposit in the Treasury is shown by the following statement:

Amount separated from dead letters that could not be restored to owners.	$9,447.73
Amount realized from auction sale in December, 1888, of parcels of merchandise which could not be restored to owners	2,655.99
Total	12,103.72

POSTAGE STAMPS.

The following amounts of postage-stamps were received in the Dead-Letter Office from the several sources named and were destroyed under proper supervision:

Separated from dead letters for which no owner could be found	$496.58
Found loose in the mails and sent to Dead-Letter Office by postmasters	578.76
Received for payment of postage on held-for-postage matter forwarded to destination, and parcels of third and fourth class matter returned to senders (sent out from Dead-Letter Office under an official envelope)	680.77
Received from postal administration of Canada, United States postage-stamps accepted by that administration in payment of postage on matter held for postage in Canada in accordance with the agreement between the two countries	186.94
Total value of stamps destroyed	1,943.05

In addition to the above, postage-stamps to the value of $1,731.11 have been received and affixed to parcels of matter addressed to foreign countries not transmissible in the mails, unless prepaid at letter rates of postage.

In the exchange of postage-stamps mutually accepted by the United States and Canada in the payment of postage on short-paid matter addressed to either country, there have been received from the Canadian administration United States postage-stamps to the amount of $186.94; there were returned to Canada by this office Canadian postage-stamps amounting to $52.43, leaving a balance due the Canadian administration of $134.51, which has been duly reported for payment.

DEAD MATTER GIVEN TO CHARITABLE INSTITUTIONS.

During the year 17,188 magazines, illustrated papers, picture cards, etc., which could not be restored to the owners, were distributed among the inmates of the various hospitals, asylums, and other charitable institutions in the District of Columbia, as heretofore, by order of the Postmaster-General.

The following shows the number and the character of the matter distributed:

Magazines	1,825
Pamphlets	4,872
Illustrated papers	4,135
Picture cards, valentines, etc	6,356
	17,188

CORRESPONDENCE.

During the year there were received 19,950 inquiries for alleged missing mail matter, which were duly examined and the results reported to the applicants. In a large percentage of these inquiries it was found upon examination that the alleged missing mail matter had been properly delivered by the postal service. Where this was not the fact, and no trace of the missing matter was found upon the records of this office, the cases were duly reported to the Chief Post-Office Inspector for further investigation. There were also written 4,815 special communications in answer to inquiries from postmasters and others relating to postal matters connected with this office.

Statement showing number of pieces of dead mail matter treated in Dead Letter Office during the fiscal year ended June 30, 1889.

Class.		Number.
Domestic mailable letters:		
Received during the year	4,992,288	
Returned on failure to deliver to writers (without inclosures)	261,956	
		5,254,244
Domestic unmailable letters:		
Held for postage—		
From last fiscal year	230	
Received during the year	109,633	109,863
		6,875
Containing unmailable articles		455,421
Misdirected		19,684
Blanks (without address)		
		5,846,087
Domestic third and fourth class matter (parcels)		76,088
Foreign matter:		
From last fiscal year	10,214	
Received during the year	485,606	
Printed matter, samples, etc	38,982	
		534,802
Registered matter:		
Domestic mailed	5,069	
Foreign mailed, on hand, and received	17,247	
		22,316
Grand total		6,479,293

Class.	Delivered unopened.	Opened.	On hand.
Domestic mailable letters	66,204	4,926,084	
Domestic unmailable letters:			
Held for postage	4,812	104,858	193
Containing unmailable articles		6,875	
Misdirected	97,162	358,259	
Without address		19,684	
Registered letters	2,692	2,377	
Domestic third and fourth class matter (parcels)		76,088	
Foreign matter:			
Ordinary letters	486,850		8,970
Registered letters	16,904		343
Printed matter, samples, etc	38,982		
Total	713,606	5,494,225	9,506
Total			6,217,337
Letters without inclosures returned on failure to deliver to writers and destroyed			261,956
Grand total			6,479,293

Statement showing the disposition of mail matter opened in the Dead-Letter Office during the fiscal year ended June 30, 1889.

	Containing money.		Containing drafts, checks, notes, etc.		Containing postal notes.		Containing merchandise, books, etc.	Containing receipts, paid notes, etc.	Containing photographs.	Containing postage-stamps.	Containing nothing of value.	Total.	
	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Number.	Number.	Number.	Number.	Number.	Value.
RECEIVED.													
Outstanding in the hands of postmasters at close of last fiscal year	1,265	$4,019.76	930	$88,111.92	202	$341.45	46	.....	.....	.....	.....	2,443	$92,473.13
On hand undisposed of at Dead-Letter Office at the close of last fiscal year	2,077	3,278.18	.....	.....	13	28.31	.....	.....	.....	.....	225,500	227,590	3,306.49
Received during the year	21,670	34,830.47	24,075	1,497,282.72	3,417	5,320.86	87,323	46,349	40,759	127,728	5,142,904	5,494,225	1,537,434.05
Total	25,012	42,128.41	25,005	1,585,394.64	3,632	5,690.62	87,369	*46,349	40,759	127,728	5,368,404	5,724,258	1,633,213.67
DISPOSITION.													
Delivered to owners	14,764	25,566.66	22,873	1,444,805.92	3,148	4,698.07	29,775	34,207	32,410	120,552	1,838,768	2,096,497	1,475,070.65
Filed in Dead Letter Office on failure to deliver to owners	6,925	9,555.78	1,076	76,732.61	279	478.93	41,559	12,015	8,237	34,442	1,642	75,175	86,767.32
Destroyed on failure to deliver to owners	.....	.....	.....	.....	.....	.....	15,026	.....	.....	3,233	3,508,645	3,527,504	.....
On hand in Dead-Letter Office undisposed of	2,152	2,771.78	164	8,734.75	12	30.70	409	127	112	501	19,349	22,826	11,557.25
Outstanding in the hands of postmasters for restoration to owners	1,171	4,234.19	892	55,121.36	193	482.92	.....	.....	.....	.....	.....	2,256	59,838.47
Total	25,012	42,128.41	25,005	1,585,394.64	3,632	5,690.62	87,369	*46,349	,759	127,728	5,368,404	5,724,258	1,633,213.67

[4]Including lottery tickets.

Statement of unmailable, hotel, and fictitious matter received at the Dead-Letter Office during the fiscal year ended June 30, 1889.

Received.	Number.	Disposition.	Number.	Total.
Held for postage:		Held for postage:		
Foreign address..... 16,018		Foreign address, circulars sent to collect postage	5,105	
Domestic address 93,615		Official, forwarded.....	256	
Misdirected:	109,633	Returned to card address.....	773	
Ordinary 498,013		Opened	103,499	
Blanks 19,684				109,633
	517,697	Misdirected:		
Unmailable, coin, etc.....	1,308	Turned over to foreign address.	50,411	
Hotel.....	140,462	Address corrected and forwarded	98,185	
Fictitious	24,241	Returned to card address	1,057	
Returned, misdirected	16,819	Opened	341,440	
Miscellaneous	5,567			498,013
		Without address, opened	.....	19,684
		Unmailable (containing coin, etc.), opened	.....	1,308
		Hotel:		
		Turned over to foreign division.	9,342	
		Returned to card address.....	243	
		Opened.....	136,877	
				146,462
		Fictitious and miscellaneous:		
		Turned over to foreign division.	540	
		Opened	29,268	
				29,808
		Returned, misdirected, opened....	.....	16,819
Total.....	821,727	Total	.....	821,727
Parcels:		Parcels:		
Miscellaneous printed matter..	6,238	Examined and turned over to other divisions	.....	48,603
Held for postage.....	3,718			
Misdirected.....	6,837			
Without address.....	16,953			
Containing unmailable articles.	14,218			
Excess of weight and measure..	639			
Total.....	48,603			
Grand total.....	870,330	Grand total.....	.....	870,330

Statement showing dead mail matter of foreign origin received and disposed of during the fiscal year ended June 30, 1889.

Received.		Disposition.				
Class.	Number.	Class.	Returned to country of origin.	Delivered to addressees.	Misdirected letters forwarded to corrected address.	On hand.
Registered articles—						
On hand July 1, 1888.... 331		Registered letters	16,514	182	208	343
Received during year .. 16,866						
	17,247					
Ordinary letters—						
On hand July 1, 1888.... 9,833		Ordinary letters	481,022	202	8,166	8,970
Received during year ..488,527						
	498,360					
Parcels and printed matter received during year.	38,982	Parcels and printed matter.	35,031	631	3,320	.....
Total.....	554,589	Total	532,567	1,015	11,694	9,313

Statement showing the number of letters originating in the United States and returned by foreign countries as undeliverable during the fiscal year ended June 30, 1889.

Class.	Number.
Registered letters	1,814
Ordinary letters	192,997
Parcels and printed matter	44,670
Total	238,481

Table showing class and number of pieces of undelivered matter returned to and received from the following foreign countries.

Countries.	Returned to.				Received from.			
	Registered.	Ordinary.	Parcels and printed matter.	Total.	Registered.	Ordinary.	Parcels and printed matter.	Total.
Antigua	.....	51	.....	51	.....	.....	.....	.....
Argentine Republic	52	603	73	728	.....	1,752	84	1,836
Austria-Hungary	3,705	25,326	1,983	31,014	.....	.....	.....	.....
Bahamas	6	357	2	365	.....	480	8	488
Bangkok, Siam	.....	9	.....	9	.....	.....	.....	.....
Barbadoes	1	203	3	207	2	338	116	456
Belgium	86	2,117	1,336	3,539	.....	.....	.....	.....
Bermuda	5	279	15	299	1	257	16	274
Bolivia	2	12	.....	14	.....	29	.....	29
Brazil	45	510	39	594	.....	1,353	.....	1,353
British Guiana	3	132	1	136	.....	156	267	423
British Honduras	3	48	1	52	.....	24	6	30
British India	13	749	93	855	.....	.....	.....	.....
Bulgaria	3	36	.....	39	.....	.....	.....	.....
Canada	1,936	100,742	1,253	103,931	430	67,054	7,131	74,615
Ceylon	.....	34	.....	34	.....	.....	.....	.....
Chili	14	315	20	349	.....	305	225	530
Colombia, Republic of	14	420	11	445	.....	1,540	9	1,549
Costa Rica	6	151	5	162	.....	97	.....	97
Cuba	35	1,118	44	1,197	.....	1,887	666	2,553
Danish West Indies	5	160	1	166	1	155	.....	156
Denmark	54	5,750	408	6,212	.....	.....	.....	.....
Dominica	.....	8	.....	8	.....	.....	.....	.....
Ecuador	2	68	5	75	.....	25	.....	25
Egypt	17	164	21	202	.....	.....	.....	.....
France	478	9,043	14,100	23,621	.....	4,965	3,683	8,648
French West Indies	4	80	2	86	.....	.....	.....	.....
Germany	3,084	70,620	2,439	76,143	.....	.....	.....	.....
Gibraltar	5	122	2	129	.....	40	16	56
Great Britain	1,462	105,295	3,703	110,460	643	49,898	6,823	57,364
Greece	33	405	18	456	.....	.....	.....	.....
Grenada	.....	9	.....	9	.....	.....	.....	.....
Guatemala	9	122	4	135	.....	.....	.....	.....
Hawaii	11	675	11	697	5	579	.....	584
Hayti	2	70	.....	72	.....	194	.....	194
Honduras, Republic of	1	86	.....	87	.....	.....	.....	.....
Hong-Kong	7	307	2	316	.....	200	.....	200
Italy	1,785	48,737	4,494	55,016	164	3,521	2,839	6,524
Jamaica	8	310	7	325	2	302	.....	304
Japan	37	591	101	729	.....	393	244	637
Java, Netherlands Indies	1	71	1	73	.....	34	23	57
Liberia	.....	47	.....	47	.....	.....	.....	.....
Luxembourg	24	567	7	598	.....	.....	.....	.....
Malta	3	86	.....	89	.....	.....	.....	.....
Mauritius	3	29	.....	32	.....	.....	.....	.....
Mexico	135	11,189	83	11,407	401	9,426	179	10,006
Monaco	1	19	.....	20	.....	.....	.....	.....
Montserrat	.....	5	.....	5	.....	4	.....	4
Netherlands	31	2,432	1,200	3,663	.....	.....	.....	.....
Netherlands West Indies	1	61	3	65	.....	.....	.....	.....
Nevis	.....	3	.....	3	.....	.....	.....	.....
Newfoundland	16	689	5	710	1	1,717	4	1,722
New South Wales	28	783	20	831	24	905	28	957
New Zealand	12	610	20	642	9	340	555	904
Nicaragua	2	117	5	124	.....	74	1	75
Norway	185	14,354	587	15,126	.....	.....	.....	.....
Paraguay	.....	7	2	9	.....	.....	.....	.....

Table showing class and number of pieces of undelivered matter, etc.—Continued.

Countries.	Returned to.				Received from.			
	Registered.	Ordinary.	Parcels and printed matter.	Total.	Registered.	Ordinary.	Parcels and printed matter.	Total.
Persia	5	5	.....	10	.....	.....	.....	.....
Peru	6	195	9	210	13	466	.....	479
Philippines	2	39	.....	41	.....	.....	.....	.....
Porto Rico	3	90	2	95	.....	89	21	110
Portugal	187	3,147	184	3,518	30	433	558	1,021
Queensland	21	271	4	296	8	304	39	351
Roumania	47	1,569	20	1,636	.....	.....	.....	.....
Russia	2,092	23,069	511	25,672	.....	.....	.....	.....
St. Christopher	.....	65	.....	65	.....	12	51	63
St. Lucia	.....	20	.....	20	1	15	1	17
St. Vincent	.....	17	1	18	.....	9	.....	9
Salvador, Republic of	1	37	6	44	.....	.....	.....	.....
Santo Domingo	.....	81	3	84	2	129	.....	131
Servia	6	5	3	14	.....	.....	.....	.....
Shanghai, United States postal agency	1	9	.....	10	.....	.....	.....	.....
Society Islands	.....	14	.....	14	.....	.....	.....	.....
Spain	58	922	739	1,719	14	386	671	1,071
Straits Settlements	5	47	.....	52	.....	15	.....	15
Surinam	4	13	.....	17	.....	.....	.....	.....
Sweden	298	38,307	953	39,558	.....	.....	.....	.....
Switzerland	330	4,698	371	5,399	.....	.....	.....	.....
Tasmania	1	43	.....	44	.....	51	10	61
Tobago	.....	2	.....	2	.....	.....	.....	.....
Trinidad	5	85	1	91	2	122	.....	124
Turkey	30	340	13	383	.....	.....	.....	.....
Turk's Islands	1	29	1	31	.....	.....	.....	.....
Uruguay	9	166	8	183	27	317	46	390
Venezuela	5	152	23	180	3	130	.....	133
Victoria	22	682	49	753	21	1,185	114	1,320
Postal Union	.....	.....	.....	.....	7	38,471	19,558	58,036
Miscellaneous	.....	.....	.....	.....	3	1,948	549	2,500
Total	16,514	481,022	35,031	532,567	1,814	192,097	44,570	238,481

Statement showing the classification, number, and disposition of dead registered letters received at the Dead Letter Office during the fiscal year ended June 30, 1889.

Class of letters received.	Number.	Disposition.	Number.
Domestic:		Delivered unopened:	
Official	7	To foreign division	16,866
Ordinary	2,377	To Executive Departments	7
Request	2,683	Card and request	2,683
Miscellaneous	2	Miscellaneous (delivered to addresses)	2
	5,069	Opened	2,377
Foreign	16,866		
		Total	21,935
Total	21,935		

Contents of letters opened.	Number.	Disposition of letters opened.				
		Delivered.	Filed.		Outstanding and on hand.	Total.
			At once.	Returned and filed.		
Money	489	291	9	144	45	489
Postal-notes	6	3	.....	3	.....	6
Drafts, money-orders, etc	145	112	3	11	19	145
Photographs, receipts, stamps, etc	180	76	74	18	12	180
Merchandise	528	433	67	13	15	528
Nothing of value	1,029	210	654	73	93	1,029
Total	2,377	1,125	807	261	184	2,377

It will be observed that of the 76,088 parcels of third and fourth class matter received during the year, 48,603, or about 64 per cent., were sent to this office as unmailable because they were insufficiently prepaid, misdirected, unaddressed, or were mailed in violation of some provision of the Universal Postal Union Convention, and could not therefore be forwarded.

Free-delivery offices are required to make their returns of dead matter by registered mail, and a large number of other offices have adopted the same rule. The whole number of registered parcels of this character received during the fiscal year, the contents of which were distributed among the several divisions of the office for treatment, was 45,228. The number received during the preceding year was 40,129, showing an increase during the last year of 5,099.

Attention is also called to the fact that there was an increase of 308,959 pieces of mail matter opened and returned to writers over the number delivered during the preceding year. This was accomplished by extra hours of labor, performed under the order of the Postmaster-General of March 21, 1889.

The large amount of mail-matter sent to this office yearly, which, owing to the constant increase of the postal service, is not likely to be materially reduced in the future, requires, in my judgment, an increase in the clerical force to promptly and properly treat the same, as contemplated by the Postal Regulations.

Therefore I would most respectfully recommend an increase in the number of employés of this office sufficient to meet the demands of the service.

It is not only gratifying to me but just to the chief clerk, the clerks in charge of the several divisions, and all the employés of the office that I should testify to the fidelity and zeal with which they have performed their duties. It would otherwise have been impossible to properly dispose of the work which devolved upon the office.

All of which is respectfully submitted.

I am, very respectfully, sir, your obedient servant,

GEO. B. HALL,
Superintendent.

Hon. JOHN WANAMAKER,
Postmaster-General.

ANNUAL REPORT

OF THE

AUDITOR OF THE TREASURY

FOR THE

POST-OFFICE DEPARTMENT

FOR THE

FISCAL YEAR ENDED JUNE 30, 1889.

REPORT

OF THE

AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., November 9, 1889.

SIR: I have the honor to submit herewith the annual report of receipts and expenditures of the Post-Office Department, as shown by the accounts of this office, for the fiscal year ended June 30, 1889. All expenditures on account of service of last and prior fiscal years are stated to September 30, 1889, as in former reports.

REVENUE ACCOUNT OF THE POST-OFFICE DEPARTMENT.

Service of the fiscal year 1889.

Postal revenues of the year ended June 30, 1889		$56,175,611.18
Expenditures to September 30, 1889		61,376,847.24
Excess of expenditures over all revenues		5,201,236.06
Amount placed with the Treasurer to the credit of the Department, being grants from the General Treasury in aid of the postal revenues under section 2 of the act approved July 24, 1888. (Statutes, vol. 25, chapter 702, page 347)		4,500,000.00
Excess of expenditures over grants		701,236.06
Amount of balances due from late postmasters closed by—		
Suspense	$2,507.72	
Bad debts	7,868.33	
Compromise debts	17,220.21	
Net loss by suspense, bad and compromise debts		27,596.26
Amount to be placed with the Treasurer		728,832.32

Service of the fiscal year 1888.

Amount placed with the Treasurer to the credit of the Department, being grants from the General Treasury in aid of the postal revenues under section 2 of the act approved March 3, 1887. (Statutes, vol. 24, chapter 388, page 570)		$1,135,287.40
Amount to be placed with the Treasurer of the United States, as shown by the report for the fiscal year 1888	$535,287.40	
Expended from October 1, 1888, to September 30, 1889	490,073.70	
		1,025,361.10
Balance available on account of fiscal year 1888		109,926.30

Service of the fiscal year 1887.

Balance available September 30, 1888		$380,675.34
Expended from October 1, 1888, to September 30, 1889		55,712.25
Balance to be placed in the General Treasury		324,963.09

Service of the fiscal year 1886.

Balance unexpended October 1, 1888, certified to the General Treasury, report 205, warrant No. 2542, Washington, dated January 4, 1889		$1,719.39

Claims, 1886 and prior years.

Amount expended from October 1, 1888, to September 30, 1889		$29,274.80
Amount placed with the Treasurer to the credit of the Department, being grants from the General Treasury in aid of the postal revenues under act—		
October 19, 1888 (section 1, Statutes, vol. 25, chapter 1210, page 580)	$120.32	
October 19, 1888 (section 6, Statutes, vol. 25, chapter 1210, page 606)	1,831.20	
March 2, 1889 (section 2, Statutes, vol. 25, chapter 410, page 935)	14,151.46	
March 2, 1889 (section 3, Statutes, vol. 25, chapter 410, page 939)	13,912.05	
		30,015.03
Balance available on account claims 1886 and prior years		740.23

Claims, 1885 and prior years.

Amount expended from October 1, 1888, to September 30, 1889		$2,677.04
Available October 1, 1888	$180.25	
Amount placed with the Treasurer to the credit of the Department, being grants from the General Treasury in aid of the postal revenues under act October 19, 1888. (Section 3, Statutes, vol. 25, chapter 1210, page 601)	*2,677.04	
		2,857.29
Balance available on account claims 1885 and prior years		180.25

Compensation of postmasters and late postmasters re-adjusted and allowed under act March 3, 1883:		
Expended from October 1, 1888, to September 30, 1889		362,534.33
Amount available October 1, 1888	306,916.56	
Amount placed with the Treasurer in aid of the postal revenues, being grants from the General Treasury under act of October 19, 1888. (Section 6, Statutes, vol. 25, chapter 1210, page 606)	77,038.42	
		383,954.98
Balance available September 30, 1889		21,420.65

GENERAL REVENUE ACCOUNT.

Postal revenues for the year ended June 30, 1889		$56,175,611.18
Expenditures for the service of 1889	$61,376,847.24	
Expenditures for the service of 1888	490,073.70	
Expenditures for the service of 1887	55,712.25	
Expenditures for the service of 1886 and prior years (claims)	31,951.84	
Expenditures for the service of 1886 and prior years for salaries of postmasters and late postmasters, re-adjusted under act of March 3, 1883	362,534.33	
Total expenditures to September 30, 1889		62,317,119.36
Excess of expenditures over revenue		6,141,508.18

Amount due from late postmasters on accounts closed by suspense	$2,507.72	
Amount of balance due from late postmasters on accounts closed by bad debts and compromised debts	25,088.54	
Net loss by suspense, bad debts, and compromise debts		$27,596.26
Excess of expenditures		6,169,104.44
Grants from the General Treasury:		
Under act of July 24, 1888	$4,500,000.00	
Under act of March 3, 1887	1,135,287.40	
Under act of October 19, 1888	81,666.98	
Under act of March 2, 1889	28,063.51	
Total grants		5,745,017.89
Excess of expenditures over grants		424,086.55
Amount of grant to the General Treasury to repay, of the postal deficiency appropriation for 1886, the sum drawn in excess of actual deficiency (paid to the Treasurer by warrant No. 2542, dated January 4, 1889)		1,719.39
Total excess of expenditures over receipts		425,805.94
The balance standing to the credit of the general revenue account September 30, 1888		3,587,349.15
The balance standing to the credit of the general revenue account September 30, 1889		3,161,543.21
Of which there was due by late postmasters, in suit		297,396.27

POSTMASTERS' QUARTERLY ACCOUNTS CURRENT.

The net revenues of the Department from postages, being aggregate revenues at post-offices for the fiscal year, less the compensation of postmasters and clerks and the contingent office expenses, were:

For the quarter ended—	
September 30, 1888	$7,317,807.58
December 31, 1888	8,692,598.40
March 31, 1889	8,856,275.24
June 30, 1889	7,957,405.96
Total	32,824,087.18

The number of quarterly returns of postmasters received and audited, on which the above sum was found due the United States, was:

For the quarter ended—	
September 30, 1888	59,067
December 31, 1888	59,447
March 31, 1889	60,039
June 30, 1889	63,959
Total	242,512

STAMPS SOLD.

The amount of stamps, stamped envelopes, newspaper wrappers, and letter-sheets, and postal-cards sold was:

For the quarter ended—	
September 30, 1888	$12,104,991.74
December 31, 1888	13,741,064.97
March 31, 1889	14,056,296.48
June 30, 1889	13,050,748.64
Total	52,953,101.83

LETTER POSTAGES.

The amount of postage paid in money was		$176,612.28
Included in the above amount are the following sums paid by foreign countries in the adjustment of their accounts:		
Kingdom of Great Britain and Ireland	$26,477.72	
Empire of Japan	5,252.97	
United States of Colombia	5,299.98	
Dominion of Canada	79,028.32	
Republic of Chili	5,414.12	
Republic of Venezuela	637.33	
Republic of Mexico	20,147.71	
Republic of Honduras	1,517.00	
Republic of Salvador	1,067.03	
Republic of San Domingo	310.00	
Republic of Guatemala	517.23	
Swiss Republic	681.03	
Postal administration of—		
Costa Rica	1,064.04	
Curaçoa	841.96	
Hawaii	3,098.54	
New South Wales	497.51	
New Zealand	1,205.29	
St. Lucia	7.06	
Straits Settlement	1.79	
Trinidad	27.78	
Bermuda	3,168.74	
Bahama	200.00	
Queensland	128.53	
Victoria	271.90	
Hong Kong	1,035.83	
Tobago	6.27	
Grenada	7.28	
Turk's Island	74.56	
St. Vincent	6.09	
Tasmania	21.96	
		158,015.57
Balance collected by postmasters		18,596.71

The following balances were paid and charged to the appropriations for balances due foreign countries:

Service of 1889:		
Empire of Germany	$18,638.31	
International Bureau, Berne, Switzerland	680.07	
Kingdom of Italy	8,470.56	
Kingdom of Belgium	12,080.89	
Kingdom of Denmark	12,478.87	
Kingdom of Norway	561.28	
Kingdom of Sweden	3,374.85	
Kingdom of The Netherlands	1,014.39	
Dominion of Canada	134.51	
British Guiana	26.60	
Bulgaria	1,510.21	
Roumania	1,189.98	
Total for 1889		$60,160.52
Service of 1888:		
Empire of Germany	$23,552.13	
Kingdom of Italy	14,787.71	
Kingdom of Sweden	4,251.91	
Barbadoes	69.69	
Total for 1888		42,661.44
Aggregate amount paid		102,821.96

MAIL TRANSPORTATION.

The amount charged to "transportation accrued" and placed to the edit of mail contractors and others for mail transportation during the ical year was:

or the regular supply of mail routes		$27,895,765.21
or the supply of special offices		51,609.16
or the supply of mail-messenger offices		928,770.99
or the salaries of railway postal clerks		5,233,824.96
or the salaries and expenses of the superintendents of the railway mail service		62,601.43
Total		34,172,571.75

FOREIGN-MAIL TRANSPORTATION.

ew York, Great Britain and Ireland, and countries beyond, via Great Britain	$162,312.08	
ew York, Great Britain, and Germany, and countries beyond	220,127.99	
hiladelphia, Great Britain, and Ireland	1.10	
oston, Great Britain, and Ireland	1,505.79	
ew York, Baltimore, Philadelphia, Boston, Key West, New Orleans, and San Francisco, West Indies, Central and South America, Mexico, etc	74,688.06	
oston and Nova Scotia	790.72	
pper Pacific coast	1,473.10	
an Francisco, China, Japan, Farther India, Australia, and South Sea Islands	59,563.31	
oston and West Coast of Africa	.90	
xpenses of Government mail agent at Panama	853.59	
Total foreign mail		521,316.64
Total transportation accrued		34,693,888.39
ne amount credited to "transportation accrued" and charged to mail contractors for overcredits, being for fines and deductions, was	256,757.26	
he amount of fines and deductions remitted was	66,482.68	
et amount of fines and deductions		190,274.58
et amount of "transportation accrued"		34,503,613.81
he amount paid during the year was		32,416,882.21
Excess of "transportation accrued"		2,086,731.60

PACIFIC RAILROAD SERVICE.

Included in the above amount of "transportation accrued" are the llowing balances for the transportation of the mails over Pacific railoads, which have been certified to the Register of the Treasury. The mount is not charged to the appropriation for "inland transportaon, railroads," and is not, therefore, included in the total of transportaon paid.

egular service, 1889:		
Union Pacific Railway Company (old Union Pacific Railroad Line), aided	$419,883.36	
Union Pacific Railway Company (old Kansas Pacific Line), aided portion	69,533.88	
Lines operated, leased, or controlled by the Union Pacific Railway Company, non-aided portion	328,763.42	
Central Pacific Railroad Company, aided portion	306,452.76	
Sioux City and Pacific Railroad Company, aided portion	9,451.00	
		$1,134,084.42

Use of postal cars, 1889:		
Union Pacific Railway Company (old Union Pacific Railroad Line), aided	$74,695.83	
Lines operated, leased, or controlled by the Union Pacific Railway Company, non-aided	6,213.36	
Central Pacific Railroad Company, aided	37,407.72	
Sioux City and Pacific Railroad Company, aided	1,272.00	
		$119,588.91
Regular service, previous years:		
Lines leased or controlled by the Union Pacific Railway Company, non-aided, 1888	1,289.78	
Central Pacific Railroad Company, aided, 1887	250.78	
Union Pacific Railway Company (old Kansas Line), aided, 1888	217.42	
		1,757.98
Total Pacific railroad service not paid		1,255,431.31

Amounts previously reported "certified to the Register of the Treasury," charged back by order of the Secretary of the Treasury. (See letter of June 23, 1887.)

Regular service, 1887:		
Sioux City and Pacific Railroad Company, aided	$4,676.12	
Sioux City and Pacific Railroad Company, non-aided	681.19	
		$5,357.31
Use of postal cars, 1887:		
Sioux City and Pacific Railroad Company, aided	649.12	
Sioux City and Pacific Railroad Company, non-aided	119.66	
		768.78
Regular service, 1888:		
Sioux City and Pacific Railroad Company, aided	9,451.00	
Sioux City and Pacific Railroad Company, non-aided	1,265.48	
		10,716.48
Use of postal cars, 1888:		
Sioux City and Pacific Railroad Company, aided	1,186.10	
Sioux City and Pacific Railroad Company, non-aided	283.75	
		1,469.85
Total to be paid		18,312.42

STATEMENT OF PAYMENTS TO AND COLLECTIONS FROM LATE POSTMASTERS.

Amount collected during the year from late postmasters	$86,526.27	
Amount charged to suspense	10,261.50	
Amount charged to bad and compromise debts	27,771.40	
		$124,559.17
Amount paid during the year to late postmasters	149,329.05	
Amount credited to suspense	7,753.78	
Amount credited to bad and compromise debts	2,682.86	
		159,765.69
Amount remaining due postmasters becoming late during the fiscal year ended June 30, 1889		45,634.18

STATEMENT OF POSTAL ACCOUNTS OF LATE POSTMASTERS IN SUIT ON JUNE 30, 1889.

Amount of postal accounts of late postmasters in suit on June 30, 1888	$250,355.28	
Amount of postal accounts of late postmasters submitted for suit during fiscal year ended June 30, 1889	65,455.43	
		$315,810.71
Amount of postal accounts of late postmasters collected during the fiscal year ended June 30, 1889	9,476.09	
Amount of postal accounts of late postmasters otherwise settled during fiscal year ended June 30, 1889	8,938.35	
		18,414.44
Balance of postal accounts of late postmasters remaining in suit on June 30, 1889		297,396.27

San Pedro	3										
San Rafael	3	4,360.17	1,600.00	150.00	75.00	11.60		1,836.60	2,523.57	42	
Santa Ana	2	7,639.81	2,000.00	1,050.00	461.20	30.56		3,541.76	4,098.05	46	
Santa Barbara	2	13,691.37	2,400.00	1,800.00	360.00	13.51		4,573.51	9,117.86	33	
Santa Clara	3	4,214.74	1,500.00	187.50		7.12		1,694.62	2,520.12	40	
Santa Cruz	3	11,079.91	2,200.00	1,000.00	490.00	14.48		3,704.48	7,375.43	33	
Santa Monica	3	2,265.34	962.50		128.50			1,091.00	1,174.34	48	Presidential from August 16, 1888.
Santa Rosa	2	10,677.18	2,100.00	1,100.00	400.00	52.52		3,652.52	7,024.66	34	
Selma	3	2,633.77	1,056.52		158.90	1.46		1,216.88	1,416.89	46	Presidential from August 14, 1888.
Sonoma	3	1,702.11	861.41		138.75	1.44		1,001.60	700.51	59	Presidential from August 21, 1888.
Sonora	3	2,530.88	1,200.00	300.00	142.50	.88		1,643.38	887.50	65	
Stockton	2	21,884.88	2,500.00	3,000.00	238.48		5,304.49	11,042.97	10,841.91	50	
Truckee	3	1,853.86	500.00	182.00				682.00	1,171.86	37	Deficiency, $308.
Tulare	3	5,738.26	1,700.00		208.08	2.96		1,911.04	3,827.22	33	
Ukiah	3	3,340.45	1,300.00	200.00	157.50	4.08		1,661.58	1,678.87	50	
Vacaville	3	3,105.30	1,200.00		63.50	.16		1,263.66	1,841.64	41	
Vallejo	3	6,218.16	1,700.00	100.00	195.00	5.36		2,000.36	4,217.80	32	
Ventura	3	5,174.77	1,600.00	300.00	251.79	2.56		2,154.35	3,020.42	42	
Visalia	3	6,415.54	1,800.00	300.00	270.00	8.96		2,378.96	4,036.58	37	
Watsonville	3	4,361.60	1,308.42		247.50	5.05		1,560.97	2,790.63	36	Presidential from August 17, 1888.
Willow	3	2,540.49	1,200.00		87.00	2.08		1,289.08	1,251.41	51	
Woodland	3	6,642.34	1,700.00		270.00	7.92		1,977.92	4,664.42	30	
Yreka	3	2,984.01	1,300.00	300.00	114.84			1,714.84	1,269.17	57	
Total		1,348,166.42	125,577.17	226,587.03	24,330.82	9,270.91	221,520.69	607,236.12	740,930.30	45	
COLORADO.											
Akron	3	1,905.92	975.00		146.25	.64		1,121.89	784.03	59	Presidential from October 1, 1888.
Alamosa	3	2,908.24	1,100.00	280.00	82.50			1,462.50	1,445.74	50	
Aspen	2	12,362.48	2,100.00	1,200.00	650.00	8.48		3,958.48	8,404.00	32	
Black Hawk	3	1,059.68	540.76		101.25	.32		642.33	417.35	61	Presidential from October 17, 1888.
Boulder	3	6,993.73	1,800.00	650.00	270.00	14.72		2,734.72	4,259.01	39	
Breckenridge	3	2,978.25	1,200.00		146.25	2.80		1,349.05	1,629.20	45	Deficiency $230.06.
Buena Vista	3	2,860.90	1,500.00	200.00	127.50	2.32		1,829.82	1,031.08	64	
Cañon City	3	6,073.19	1,700.00	250.00	238.50	7.04		2,195.54	3,877.65	36	
Central City	3	4,457.70	1,600.00	591.03	191.25	4.16		2,386.44	2,071.26	54	
Colorado Springs	2	25,945.52	2,600.00	2,999.45	1.00	83.82	2,866.67	8,550.94	17,394.58	33	
Denver	1	214,059.96	3,500.00	31,788.76	1,977.00	2,074.12	31,311.45	70,651.33	143,408.63	33	
Durango	3	6,685.42	1,800.00	400.00	270.00	3.76		2,473.76	4,211.66	37	
Fort Collins	3	5,873.12	1,700.00	300.00	268.25	5.60		2,271.85	3,601.27	39	
Georgetown	3	3,498.50	1,500.00	200.00	270.00	6.24		1,976.24	1,522.26	56	
Glenwood Springs	3	5,846.88	1,700.10	150.00	270.00	6.32		2,126.32	3,720.56	36	
Golden	3	3,525.83	1,500.00	50.00	173.70	6.00		1,729.70	1,796.13	49	
Grand Junction	3	2,978.85	1,300.00	312.50	31.00			1,643.50	1,335.35	55	
Greeley	2	9,743.90	2,000.00	1,000.00	440.00	33.15		3,473.15	6,270.75	36	
Gunnison	3	3,625.80	1,500.00	600.00	195.00	3.68		2,298.68	1,327.12	63	
Idaho Springs	3	3,868.13	1,500.00	100.00	191.73	3.76		1,795.49	2,072.64	46	
Julesburgh	3	1,439.01	1,300.00		150.00	.40		1,450.40		101	Deficiency $11.39.
La Junta	3	2,515.43	1,200.00	200.00	84.50	.16		1,484.66	1,060.77	58	
Lamar	3	2,898.25	1,700.00	250.00	203.00	3.28		2,156.28	671.97	76	
Las Animas	3	2,377.42	1,098.91		69.65	.72		1,169.28	1,208.14	49	Presidential from August 1, 1888.

No. 1.—*Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1889.*

Accounts.	Quarter ended—				Aggregate.
	Sept. 30, 1888.	Dec. 31, 1888.	Mar. 31, 1889.	June 30, 1889.	
Letter postage	$59, 140. 76	$38, 940. 21	$47, 640. 34	$30, 890. 97	$176, 612. 28
Box rents and branch offices	548, 143. 02	548, 283. 19	545, 293. 00	546, 859. 77	2, 188, 578. 98
Fines and penalties	3, 359. 53	4, 195. 91	4, 646. 76	7, 698. 00	19, 900 [illegible]
Postage-stamps, stamped envelopes, letter-sheets, wrappers, and postal-cards	12, 104, 991. 74	13, 741, 064. 97	14, 056, 296. 48	13, 050, 748. 64	52, 953, 101. 83
Dead-letters	4, 550. 30	4, 981. 11	1, 559. 93	1, 631. 04	12, 722. 38
Revenue from money-order business	178, 631. 61	225, 979. 10	198, 899. 82	184, 294. 28	787, 804. 81
Miscellaneous	4, 320. 52	6, 546. 67	14, 488. 47	11, 535. 04	36, 890. 70
Total	12, 903, 137. 48	14, 569, 991. 16	14, 868, 824. 80	13, 833, 657. 74	56, 175, 611. 18

No. 2.—*Statement exhibiting quarterly the expenditures of the Post-Office Department under their several heads for the fiscal year ended June 30, 1889.*

Appropriations.	Quarter ended—				Expended on account of 1889.	Expended on account of previous years.	Aggregate expenditure.
	Sept. 30, 1888.	Dec. 31, 1888.	Mar. 31, 1889.	June 30, 1889.			
Compensation of postmasters	$3,157,468.33	$3,301,209.78	$3,419,572.99	$3,290,739.89	$13,168,990.99	$12,940.35	$13,181,931.34
Compensation of clerks for post-offices	1,448,395.84	1,478,451.88	1,488,033.38	1,504,420.59	5,919,301.69	11,908.57	5,931,210.26
Compensation of clerks for post-offices for unusual business							
Compensation of letter-carriers and incidental expenses	1,623,851.56	1,747,909.87	1,773,222.19	1,812,916.22	6,957,899.84	681.51	6,958,581.35
Wrapping-paper	10,798.91	16,020.05	11,871.20	5,383.84	44,074.00		44,074.00
Twine	9,758.48	22,413.81	14,024.46	25,242.48	71,439.23		71,439.23
Post-marking and canceling-stamps	20,332.06	6,278.88	3,543.49	6,211.73	36,366.16		36,366.16
Letter-balances, scales, and test weights	9,833.60	242.35	3,418.40	1,460.45	14,954.80		14,954.80
Rent, light, and fuel for the first and second class post-offices	124,262.22	135,054.92	136,448.90	134,113.08	529,879.12	7,784.43	537,663.55
Rent, light, and fuel for post-offices of the third class		81,459.39	89,731.04	114,912.09	286,102.52		286,102.52
Stationery for post-offices	10,403.54	9,831.88	8,594.79	14,046.55	42,876.76	1,797.37	44,674.13
Furniture for post-offices						2,535.20	2,535.20
Miscellaneous, office of First Assistant Postmaster-General, including office furniture	17,523.85	21,760.08	24,404.40	21,469.84	85,158.17	7,062.89	92,221.06
Inland mail transportation—railroad	4,266,281.20	4,325,045.79	4,611,997.73	4,640,032.98	17,843,357.70	403,080.41	18,246,438.11
Inland mail transportation—railroad, special facilities, etc	73,913.82	73,913.82	73,913.82	71,297.41	293,038.87	1,269.70	294,308.57
Inland mail transportation—star	1,268,627.88	1,303,090.57	1,296,001.23	1,309,475.75	5,177,195.43	34,679.16	5,211,874.59
Inland mail transportation—steam-boat	109,813.20	112,111.52	99,516.88	106,445.38	427,886.98	11,633.08	439,520.06
Transportation by postal-cars	467,126.16	497,592.04	502,427.34	523,921.07	1,991,066.61	11,464.98	2,002,531.59
Compensation of railway post-office clerks	1,285,089.75	1,307,449.44	1,323,104.21	1,318,423.09	5,234,067.09	2,625.19	5,236,692.28
Compensation of mail-messengers	224,004.68	230,461.41	234,000.45	238,280.55	926,747.09	3,584.53	930,331.62
Mail-locks and keys	4,050.38	2,310.00	5,969.20	2,497.45	14,827.03		14,827.03
Mail-bags and catchers	20,626.44	51,361.70	65,519.45	42,457.66	179,965.25	798.90	180,764.15
Miscellaneous—Second Assistant Postmaster-General	119.73	14.85	262.53	89.75	486.86		486.86
Mail depredations and post-office inspectors	53,983.70	53,410.37	47,788.28	41,849.56	197,031.91	1,337.89	198,369.80
Postage-stamps	31,205.94	35,781.72	38,192.99	33,882.06	139,062.71		139,062.71
Distribution of postage-stamps	1,890.00	1,890.00	1,890.00	1,744.74	7,414.74		7,414.74
Stamped envelopes, newspaper wrappers, and letter-sheets	241,676.86	120,951.81	197,480.57	190,094.13	750,203.37	2,140.41	752,343.78
Distribution of stamped envelopes, newspaper wrappers, and letter-sheets	3,959.00	3,950.00	3,950.00	3,888.18	15,747.18		15,747.18
Postal-cards	34,491.22	50,943.95	44,919.16	58,805.49	189,159.82		189,159.82
Distribution of postal-cards	1,984.24	1,920.85	1,900.00	1,900.00	7,705.09	11.55	7,716.64
Registered package, tag, and official, and dead-letter envelopes	21,662.63	24,547.02	27,670.23	25,508.12	99,388.00		99,388.00
Ship, steam-boat, and way letters	393.16	335.78	198.68	345.86	1,273.48		1,273.48
Engraving, printing, and binding drafts and warrants	2,946.40		253.20		2,499.60		2,499.60
Miscellaneous—Third Assistant Postmaster-General	14.55				14.55		14.55
Advertising	2,651.09	4,639.34	4,568.80	4,005.65	15,864.88	39.75	15,904.63
Miscellaneous—Office of Postmaster-General	12.50		103.18	13.50	129.18		129.18
Foreign-mail transportation	119,283.90	139,377.60	129,766.27	135,095.20	523,522.97	17,688.72	541,211.69
Balance due foreign countries	14,814.31	40,247.60	4,950.52	148.09	60,160.52	42,661.44	102,821.96
Special delivery	27,664.70	31,044.03	30,774.06	32,504.26	121,987.05	11.76	121,998.81
Compensation of postmasters re-adjusted under act of March 3, 1883						362,534.33	362,534.33
Total	14,710,215.83	15,233,024.10	15,719,984.02	15,713,623.29	61,376,847.24	940,272.12	62,317,119.36

No. 3.—*Statement of the postal receipts and expenditures of the United States for the fiscal year ended June 30, 1889.*

States and Territories.	Receipts.					Expenditures.						Excess of expenditures over receipts.	Excess of receipts over expenditures.
	Letter postage.	Waste paper and twine.	Box rents and branch offices.	Postage-stamps, stamped envelopes, and postal-cards.	Total receipts.	Compensation of postmasters.	Clerks for offices, rent, light, and fuel, and incidental expenses of post-offices.	Compensation of letter-carriers.	Compensation of postal railway clerks and mail messengers.	Transportation by States.	Total expenditures.		
Alabama	$2.54	$36.51	$20,359.81	$435,754.45	$456,153.31	$196,446.28	$43,455.31	$23,514.68	$35,963.32	$456,980.18	$756,359.77	$300,206.46	
Alaska		.15	130.00	1,871.95	2,002.10	1,453.91			59.00	18,861.24	20,374.15	18,372.05	
Arizona	4.08	14.86	7,787.45	62,025.10	69,831.49	35,436.45	3,755.22		3,342.87	175,063.38	217,597.92	147,766.43	
Arkansas		61.01	15,675.67	344,498.65	360,235.33	181,308.20	31,187.14	16,546.42	59,490.81	251,207.58	539,740.15	179,504.82	
California		231.61	106,043.15	1,619,527.00	1,725,801.76	367,063.39	263,427.38	221,595.69	130,918.82	997,673.89	1,980,679.17	254,877.41	
Colorado	4.68	26.74	46,182.62	548,871.71	595,085.75	163,405.82	70,974.18	44,833.35	60,689.87	450,731.75	790,634.97	195,549.22	
Connecticut		304.38	56,566.22	932,474.69	989,345.29	230,155.17	116,596.57	115,303.72	65,111.27	348,267.64	875,434.37		$113,910.92
Dakota	1.13	10.23	40,176.03	467,335.64	507,523.03	250,353.88	33,604.70	8,544.48	44,837.59	332,841.07	670,181.72	162,658.69	
Delaware		16.11	2,516.99	115,609.80	118,142.90	36,225.53	10,070.10	15,660.75	7,853.20	37,123.37	106,932.95		11,209.95
District of Columbia		3,950.03	5,165.80	370,987.49	380,103.32	6,541.61	254,178.32	101,794.19	195,947.74		558,461.86	178,358.54	
Florida		7.02	16,843.75	265,308.56	282,159.33	138,276.28	30,183.55	12,026.04	46,404.71	334,924.83	561,815.41	279,656.08	
Georgia		479.55	18,841.00	667,264.15	686,584.70	224,737.99	68,796.79	62,009.25	159,513.70	674,938.75	1,189,990.48	503,405.78	
Idaho		200.35	6,946.75	81,084.35	88,231.45	48,496.23	3,184.88		2,553.95	107,210.78	161,445.84	73,214.39	
Illinois	689.41	3,253.87	147,559.16	4,618,534.82	4,770,037.26	777,787.98	676,859.98	584,281.00	564,511.10	1,621,692.88	4,225,132.94		544,904.32
Indiana	2.11	866.53	68,208.88	1,220,355.13	1,289,432.65	451,155.12	139,606.85	129,958.61	128,688.89	989,918.42	1,839,327.89	549,895.24	
Indian Territory		7.04	2,688.08	56,544.91	59,240.03	36,489.94	1,040.54		1,218.27	61,817.41	100,566.16	41,326.13	
Iowa		468.75	112,849.80	1,445,865.29	1,559,183.84	578,647.63	149,311.29	111,503.75	279,490.04	1,109,847.48	2,228,800.19	669,616.35	
Kansas	2.90	116.56	83,987.88	1,125,565.29	1,209,672.63	506,541.39	100,306.35	83,267.28	184,355.69	1,008,349.00	1,882,879.71	673,207.08	
Kentucky		287.23	26,667.81	785,609.13	812,564.17	269,589.43	82,617.85	80,486.08	69,180.77	617,798.87	1,119,673.00	307,108.83	
Louisiana	6.85	149.80	17,807.08	532,877.12	550,840.85	124,976.75	84,229.49	76,456.08	59,844.14	229,370.18	574,876.64	24,035.79	
Maine		108.83	34,861.71	635,154.48	670,125.02	258,076.85	67,693.15	42,906.40	57,749.98	259,618.06	686,044.46	15,919.44	
Maryland	2.96	391.12	12,219.15	851,836.16	864,449.39	161,652.98	138,344.54	203,237.65	92,703.31	551,463.99	1,147,402.47	282,953.08	
Massachusetts	21.00	1,162.67	151,277.80	3,513,748.13	3,666,209.60	471,746.46	540,839.44	594,477.71	332,484.76	539,821.34	2,479,369.71		1,186,839.89
Michigan	.60	942.31	102,736.36	1,697,937.61	1,801,616.88	543,070.82	163,323.06	178,620.54	168,912.22	761,642.72	1,815,569.38	13,952.50	
Minnesota	2.97	437.55	56,480.45	1,142,103.85	1,199,025.82	298,701.05	125,366.56	148,266.75	175,898.85	973,910.26	1,722,143.47	523,117.65	
Mississippi		16.37	16,465.27	318,912.96	335,394.60	178,770.71	19,992.30	13,621.60	38,442.42	422,677.04	673,504.07	338,109.47	
Missouri	.20	1,404.38	67,359.10	2,325,485.84	2,394,249.50	474,412.02	319,064.19	297,797.10	504,804.47	1,433,897.99	3,029,975.77	635,726.27	
Montana		10.80	28,963.62	176,449.76	205,424.18	75,224.00	17,620.50	4,256.31	21,822.87	116,578.49	235,502.17	30,077.99	
Nebraska		198.92	64,359.17	878,211.02	942,769.11	327,983.21	70,035.10	55,804.66	148,798.14	1,058,777.01	1,661,398.12	718,629.01	
Nevada		.25	7,610.74	57,823.52	65,434.51	31,256.57	6,099.73		5,608.28	118,537.10	161,501.68	96,067.17	
New Hampshire		68.04	21,878.70	379,356.11	401,302.85	163,567.63	29,862.54	86,573.66	20,142.90	126,825.16	376,971.89		24,330.96
New Jersey		241.75	43,798.46	1,199,357.42	1,243,397.63	291,920.06	115,337.42	209,590.76	85,182.59	390,151.47	1,042,182.30		201,215.33
New Mexico		11.51	9,201.76	85,339.01	94,552.28	49,633.05	7,267.35		18,813.08	176,332.95	252,246.43	157,694.15	
New York	92.61	5,063.21	213,917.52	9,764,930.91	9,984,004.25	1,082,394.55	1,646,259.34	1,659,626.98	524,674.76	1,943,072.55	6,856,028.19		3,127,976.07
North Carolina		73.78	14,597.30	419,224.61	433,895.69	221,845.04	31,692.40	12,688.98	41,423.33	395,905.68	703,645.43	269,749.74	

Tennessee	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	....
Texas	12.60	143.79	61,970.02	1,007,008.96	1,069,135.37	422,445.16	107,658.79	72,246.82	160,885.87	903,212.01	1,756,448.65	687,313.28	....
Utah	....	31.86	9,378.96	130,128.62	139,539.44	45,672.09	13,860.65	6,377.68	16,616.41	164,448.06	246,974.79	107,485.35	....
Vermont	....	50.70	17,130.34	343,548.93	360,729.97	157,550.38	24,042.76	21,259.92	20,425.41	161,732.30	385,010.77	24,280.80	....
Virginia	....	117.69	18,692.37	791,138.52	809,948.58	321,707.41	76,375.78	70,819.53	66,900.19	736,771.22	1,272,574.13	462,625.55	....
Washington	....	5.88	20,595.49	259,241.20	279,842.57	97,394.83	19,965.26	12,756.91	9,280.14	258,694.84	398,101.98	118,259.41	....
West Virginia	5.66	70.36	9,357.86	297,801.19	307,235.07	152,592.97	21,605.59	17,307.91	36,519.24	193,348.51	421,374.22	114,139.15	....
Wisconsin	....	298.71	65,315.65	1,174,918.27	1,240,532.63	395,270.27	121,271.55	127,178.88	96,424.52	772,755.02	1,512,899.74	272,367.11	....
Wyoming	2.34	1.55	6,253.05	63,978.18	70,235.12	33,027.24	4,836.57	2,180.27	1,697.21	168,028.26	209,769.55	139,534.48	....
Total	892.34	24,890.25	2,186,852.06	52,971,446.84	55,184,081.49	13,165,897.56	7,044,816.80	6,980,729.08	6,161,129.41	27,895,727.71	61,198,300.56	12,081,590.68	6,067,371.61
Deduct miscellaneous items	....	....	....	18,345.01	16,617.69	....	1,409.30	....	315.23	2,225,783.55	2,197,243.89	2,197,243.69	16,617.69
Add miscellaneous items	....	.40	1,726.92	....	....	3,093.43	....	27,170.76	....	....	....	....	....
Grand total	892.34	24,890.65	2,188,578.98	52,953,101.83	55,167,463.80	13,168,990.99	7,043,407.50	6,957,809.84	6,160,814.18	25,669,944.16	59,001,056.67	9,884,346.79	6,050,753.92

Items of expenditure of a general nature not embraced in statements by States.	
Amount paid for foreign mails and expenses of Government agents	$523,512.97
Balances paid foreign countries	60,160.52
Ship, steam-boat, and way letters	1,273.48
Wrapping-paper	44,074.00
Twine	71,439.23
Engraving, printing, and binding drafts and warrants	2,499.60
Advertising	4,345.73
Mail-bags and catchers	93,698.10
Salary and expenses of assistant superintendents of the Railway Mail Service	62,601.43
Mail locks and keys	14,827.04
Post-marking and canceling stamps	36,366.16
Mail depredations and post-office inspectors	197,011.91
Letter balances	14,954.80
Expenses of postage-stamps, stamped envelopes, wrappers, and cards	1,109,292.91
Dead-letter, official, and registered-package envelopes	99,380.00
Sundry and miscellaneous payments	40,322.70
Excess of expenses brought down	3,833,592.87
Total	6,209,383.44

Items of receipt of a general nature not embraced in statement by States.	
Receipts on account of dead letters	$12,722.38
Receipts on account of fines and penalties	19,900.20
Receipts on account of miscellaneous	12,000.05
Revenue for money-order business	787,804.81
Letter postage	175,719.94
Excess of expenditures over receipts	5,201,236.06
Total	6,209,383.44

No. 4.—*Statement showing the condition of the account with each item of the appropriation for the service of the Post-Office Department for the fiscal year ended June 30, 1889.*

Title of appropriation.	Amount appropriated (including special acts and deficiencies).	Expended.	Balance unexpended.
Compensation of postmasters	$12,800,000.00	*$13,168,990.99	
Compensation of clerks for post-offices	5,950,000.00	5,919,301.69	$30,698.31
Compensation of clerks for post-offices for unusual business	25,000.00		25,000.00
Compensation of letter-carriers and incidental expenses	7,000,000.00	6,957,899.84	42,100.16
Wrapping-paper	45,000.00	44,074.00	926.00
Twine	80,000.00	71,439.23	8,560.77
Postmarking and canceling stamps	43,000.00	36,366.16	6,633.84
Letter-balances, scales, and test weights	15,000.00	14,954.80	45.20
Rent, light, and fuel for first and second class post-offices	550,000.00	529,879.12	20,120.88
Rent, light, and fuel for post-offices of the third class	450,000.00	286,102.52	163,897.48
Stationery for post-offices	55,000.00	42,876.76	12,123.24
Miscellaneous, office of First Assistant Postmaster-General, including office furniture	100,000.00	85,158.17	14,841.83
Inland mail transportation, railroad	18,007,528.40	17,843,357.70	164,170.70
Inland mail transportation, special facilities, etc	295,987.53	293,038.87	2,948.66
Inland mail transportation, star	5,400,000.00	5,177,195.43	222,804.57
Inland mail transportation, steam-boat	450,000.00	427,886.98	22,113.02
Transportation by postal cars	2,053,643.60	1,991,066.61	62,576.99
Compensation of railway post-office clerks	5,296,780.21	5,234,057.09	62,723.12
Compensation of mail messengers	950,000.00	926,747.09	23,252.91
Mail locks and keys	25,000.00	14,827.03	10,172.97
Mail bags and catchers	285,000.00	179,965.25	105,034.75
Miscellaneous, Second Assistant Postmaster-General	1,000.00	486.86	513.14
Mail depredations and post-office inspectors	200,000.00	197,031.91	2,968.09
Postage-stamps	144,148.00	139,062.71	5,085.29
Distribution of postage-stamps	8,000.00	7,414.74	585.26
Stamped envelopes, newspaper wrappers, and letter sheets	756,687.00	750,203.37	6,483.63
Distribution of stamped envelopes, newspaper wrappers, and letter sheets	16,000.00	15,747.18	252.82
Postal-cards	212,455.00	189,159.82	23,295.18
Distribution of postal-cards	7,800.00	7,705.09	94.91
Registered package, tag, official, and dead-letter envelopes	102,866.00	99,388.00	3,478.00
Ship, steam-boat, and way letters	2,500.00	1,273.48	1,226.52
Engraving, printing, and binding drafts and warrants	2,500.00	2,499.60	.40
Miscellaneous, Third Assistant Postmaster-General	1,000.00	14.55	985.45
Advertising	16,000.00	15,864.88	135.12
Miscellaneous, office of Postmaster-General	1,500.00	129.18	1,370.82
Foreign mail transportation	547,000.00	523,522.97	23,477.03
Balance due foreign countries	75,000.00	60,160.52	14,839.48
Special delivery	121,987.05	121,987.05	

*Excess of expenditures, 368,990.99.

No. 5.—*Statement in detail of Miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1889, and charged to "Miscellaneous items, office of the Postmaster-General."*

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1888.			
July 28	George Herbert	One copy of Legal References	$4.00
Aug. 16	Adams Express Company	Transportation of one bundle books for the Assistant Attorney-General for the Post-Office Department.	1.00
Nov. 14	David M. Stone, proprietor of the Journal of Commerce.	Subscription for Superintendent of Foreign Mails from May 11 to November 11, 1888.	7.50
1889.			
Mar. 9	Z. Moses	Expenses in traveling from Laredo, Tex., to the City of Mexico, in obedience to instructions from the Postmaster-General and Superintendent of Foreign Mails.	95.68
May 22	David M. Stone, proprietor of the Journal of Commerce.	Subscription from November 11, 1888, to May 11, 1889, for Superintendent of Foreign Mails.	7.50
May 29	F. and J. W. Johnson & Co.	One Massachusetts Report, vol. 137, furnished to the office of the Assistant Attorney-General for the Post-Office Department.	3.50
July 12	G. G. Howland, treasurer of the New York Herald.	Subscription for one year to June 30, 1889	10.00
	Total paid by warrant		129.18

ILLINOIS.											
Abingdon	3	2,343.09	1,200.00	.....	97.50	1.84	.....	1,299.34	1,043.75	55	
Aledo	3	3,156.93	1,400.00	200.00	159.75	1.12	.....	1,760.87	1,396.06	56	
Alton	2	12,189.75	2,200.00	1,200.00	598.87	11.06	1,883.78	5,893.71	6,296.04	48	
Amboy	3	3,415.26	1,100.00	200.00	165.00	1.44	.....	1,766.44	1,648.82	52	
Anna	3	3,378.63	1,400.00	.....	165.00	1.12	.....	1,566.12	1,812.51	46	
Arcola	3	3,106.90	1,400.00	200.00	165.00	2.40	.....	1,767.40	1,339.50	57	
Atlanta	3	2,259.81	1,100.00	.....	.....	1.76	.....	1,101.76	1,158.05	49	
Aurora	2	20,574.42	2,500.00	2,299.98	1,159.03	46.48	7,006.41	13,011.90	7,562.52	63	
Austin	3	1,553.45	727.72	.....	106.88	.88	.....	835.48	717.97	54	Presidential December 10, 1888.
Barry	3	2,114.46	1,000.00	.....	101.25	.80	.....	1,102.06	1,012.41	52	
Batavia	2	8,140.80	2,000.00	.....	.....	2.88	.....	2,002.88	6,137.92	25	
Beardstown	3	3,751.91	1,500.00	.....	168.75	2.16	.....	1,670.91	2,081.00	45	
Belleville	2	10,129.79	2,100.00	1,125.54	473.80	40.28	5,516.61	9,256.23	873.56	91	
Belvidere	3	6,772.70	1,700.00	200.00	195.00	2.48	.....	2,097.48	4,675.22	31	
Bement	3	2,051.92	1,000.00	.....	101.25	1.52	.....	1,102.77	949.15	54	
Bloomington	2	34,851.62	2,900.00	6,800.00	1,617.98	88.65	8,570.87	19,977.50	14,874.12	57	
Braidwood	3	2,603.58	1,200.00	93.00	.....	1.20	.....	1,294.20	1,309.38	50	
Bunker Hill	3	2,435.11	1,200.00	200.00	69.48	2.16	.....	1,471.64	963.47	60	
Bushnell	3	5,111.31	1,600.00	300.00	137.25	2.72	.....	2,039.97	3,071.34	40	
Cairo	2	19,162.65	2,500.00	3,319.35	.....	9.53	3,921.57	9,750.45	9,412.20	51	In Government building.
Cambridge	3	2,696.24	1,200.00	100.00	116.95	.56	.....	1,417.51	1,278.73	53	
Canton	2	8,829.36	2,100.00	750.00	44.50	7.02	.....	2,901.52	5,927.84	33	
Carbondale	3	4,024.37	1,500.00	200.00	153.75	2.72	.....	1,856.47	2,167.90	46	
Carlinville	3	5,763.67	1,700.00	100.00	171.86	3.52	.....	1,975.38	3,788.29	24	
Carmi	3	4,092.73	1,500.00	200.00	157.50	4.80	.....	1,862.30	2,230.43	46	
Carrollton	3	4,212.47	1,600.00	294.83	210.00	2.40	.....	2,107.23	2,105.24	50	
Carthage	3	3,571.82	1,400.00	200.00	138.75	1.36	.....	1,740.11	1,831.71	49	
Centralia	3	5,475.24	1,700.00	350.00	180.00	3.68	.....	2,238.68	3,241.56	41	
Champaign	2	11,097.92	2,300.00	1,296.66	680.00	523.39	3,205.15	8,005.20	3,092.72	72	
Charleston	3	5,718.90	1,700.00	250.00	251.25	4.48	.....	2,205.73	3,513.17	39	
Chenoa	3	2,133.21	1,000.00	.....	101.25	.96	.....	1,102.21	1,031.00	52	
Chester	3	3,032.57	1,300.00	162.00	128.30	3.71	.....	1,594.01	1,438.56	53	
Chicago	1	2,784,304.81	6,000.00	486,706.98	11,786.11	19,914.25	435,029.85	959,437.19	1,824,867.62	34	In Government building; $9,421.97 for mail bags.
Chillicothe	3	1,387.15	616.85	.....	83.27	.56	.....	700.68	686.47	51	Presidential November 19, 1888.
Clinton	3	4,004.09	1,500.00	200.00	165.00	2.40	.....	1,867.40	2,136.69	47	
Cobden	3	1,978.50	904.89	.....	22.68	.40	.....	927.97	1,050.53	47	Presidential from August 5, 1888.
Collinsville	3	3,040.80	1,400.00	.....	91.35	1.28	.....	1,492.63	1,548.17	49	
Danville	2	15,609.87	2,400.00	2,789.99	700.00	226.72	3,971.96	10,088.67	5,521.20	65	
Decatur	2	32,019.93	2,700.00	3,500.00	1,060.00	62.30	6,329.15	13,642.45	18,377.48	43	
De Kalb	3	7,476.37	1,900.00	.....	195.00	4.48	.....	2,099.48	5,376.89	28	
Delavan	3	3,096.20	1,400.00	.....	94.30	1.84	.....	1,496.14	1,600.06	48	
Dixon	2	10,126.83	2,100.00	1,075.00	263.30	7.26	.....	3,445.56	6,681.27	34	
Duquoin	3	3,962.83	1,500.00	200.00	72.87	2.24	.....	1,775.11	2,207.72	45	
Dwight	3	4,312.86	1,500.00	.....	142.50	1.12	.....	1,643.62	2,669.24	38	
Earlville	3	2,237.40	1,100.00	.....	100.90	1.28	.....	1,202.18	1,035.22	54	
East St. Louis	3	6,292.07	1,700.00	.....	251.25	15.68	.....	1,966.93	4,325.14	31	
Edwardsville	3	3,809.64	1,400.00	200.00	165.00	1.92	.....	1,766.92	2,042.72	46	
Effingham	3	3,370.88	1,400.00	300.00	90.45	5.28	.....	1,795.73	1,575.15	53	
Elgin	2	32,725.61	2,800.00	2,964.24	1,710.00	41.80	6,096.61	13,612.65	19,112.96	42	

No. 7.—*Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1889, and charged to "Miscellaneous items, office of the Second Assistant Postmaster-General."*

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1888.			
Sept. 24	R. D. S. Tyler	Expenses incurred while on visits on official business to Indianapolis, Ind., Chicago, Ill., and Bridgeport, Conn., on orders of the Postmaster-General and Second Assistant Postmaster-General.	$27.25
Oct. 6	do	do	6.95
Dec. 26	W. S. McMurray	Expenses while on official business authorized by the Second Assistant Postmaster-General.	33.88
Dec. 26	R. D. S. Tyler	do	51.65
1889.			
Jan. 9	A. B. Maze	Expenses while on a visit to Washington, on order of the Second Assistant Postmaster-General.	14.85
Jan. 15	R. D. S. Tyler	Expenses incurred on trip from Washington, D. C., to Bridgeport, Conn., on order of Second Assistant Postmaster-General.	9.65
Jan. 24	Charles M. Sizer	13¾ days' service on proposals, at $2.40 per day	31.89
Jan. 24	Mary L. Dant	do	26.57
Jan. 24	J. H. Mills & Co	Five pounds of printer's ink for stamping proposals	5.00
Jan. 28	Caroline Glick	5½ days, at $2 per day, folding bids	10.86
Jan. 28	Emma F. Marohe	do	10.86
Mar. 9	R. D. Tyler	Expenses incurred on trip from Washington to New York, to inspect "jute sacks," on order of the Second Assistant Postmaster-General.	8.17
Mar. 19	W. J. Russell	Expenses incurred while on a visit to Washington, as a member of a committee to examine and report on rotary locks, by order of the Postmaster-General.	73.85
Apr. 15	A. B. Maze	Expenses incurred on a trip to Washington, D. C., in compliance with an order given by the Second Assistant Postmaster-General.	15.75
Apr. 19	Jas. H. Mason	Expenses incurred on a trip to Washington, D. C., to estimate for heating arrangements for the new mail-bag repair-shop, on order of the Second Assistant Postmaster-General.	62.75
Apr. 29	Caroline Glick	4 days' service, at $2 per day, folding bids	8.00
May 29	R. D. S. Tyler	Expenses incurred while on a visit to New York on official business, by direction of the Second Assistant Postmaster-General.	7.20
June 19	W. J. Pollock	Expenses incurred while on an official visit to investigate mail-bag repair-shop and mail-bag depository, at Chicago, Ill., on order of the Second Assistant Postmaster-General.	52.25
July 17	S. A. Whitfield, Second Assistant Postmaster-General.	Expenses incurred in visiting different points to secure machinery and help to fit up new lock repair-shop.	29.50
	Total paid by warrant		486.86

3.—*Statement in detail of miscellaneous payments made by the Post-Office Department r the fiscal year ended June 30, 1889, and charged to "Miscellaneous items," Office of the ird Assistant Postmaster-General.*

AMOUNT PAID BY WARRANT.

te.	To whom allowed.	For what object.	Amount.
88.			
3	Charles F. Lewis	Expenses incurred while on an official visit to Hartford, Conn., by direction of the Third Assistant Postmaster-General.	$11 55
3	R. H. Martin	Expenses incurred while on an official visit to Baltimore, Md., by order of the Third Assistant Postmaster-General.	3 00
	Total paid by warrant		14 55

9.—*Comparative statement of receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1889.*

Year.	Receipts.			Expenditures.
	Revenue.	Treasury grants.	Total.	
	$4,945,668.21		$4,945,668.21	$3,288,319.03
	4,238,783.46		4,238,783.46	4,430,662.21
	4,484,656.70		4,484,656.70	4,636,536.31
	4,543,521.92		4,543,521.92	4,718,235.04
	4,407,726.27	$482,657.00	4,890,383.27	4,499,527.61
	4,546,849.65		4,546,849.65	5,674,751.80
	4,296,225.43		4,296,225.43	4,374,753.71
	4,237,287.83		4,237,287.83	4,296,512.70
	4,289,841.80		4,289,841.80	4,320,781.99
	3,487,199.35	750,000.00	4,237,199.35	4,076,036.91
	3,880,309.23	12,500.00	3,892,809.23	3,979,542.10
	4,555,211.10	125,000.00	4,680,211.10	4,326,850.27
	4,705,176.28		4,705,176.28	4,479,049.13
	5,499,984.86		5,499,984.86	5,212,953.43
	6,410,604.33		6,410,604.33	6,278,401.68
	5,184,528.84	1,741,444.44	6,925,971.28	7,108,450.04
	5,240,724.70	2,225,000.00	7,495,724.70	7,982,756.59
	6,255,586.22	2,736,748.96	8,992,335.18	8,577,424.12
	6,642,136.13	3,114,542.26	9,756,678.39	9,968,342.29
	6,920,821.66	3,748,881.56	10,669,703.22	10,405,286.36
	7,353,951.76	4,528,004.67	11,881,956.43	11,508,057.93
	7,486,792.86	4,679,270.71	12,166,063.57	12,722,470.01
	7,968,484.07	3,915,946.49	11,884,430.56	11,458,083.63
	8,518,067.40	11,154,167.54	19,672,234.94	19,170,609.89
	8,349,296.40	4,639,806.53	12,989,102.93	13,606,759.11
	8,299,820.90	2,598,953.71	10,898,774.61	11,125,364.13
	11,163,789.59	1,007,848.72	12,171,638.31	11,314,207.84
	12,438,253.78	749,980.00	13,188,233.78	12,644,786.20
	14,556,158.70	3,968.46	14,560,127.16	13,694,728.28
	14,436,986.21		14,436,986.21	15,352,079.30
	15,297,026.87	3,991,666.67	19,288,693.54	19,235,483.46
	16,292,600.80	5,696,525.00	21,989,125.80	22,730,592.65
	18,344,510.72	5,707,115.30	24,051,626.02	23,698,131.50
	19,772,220.65	4,022,140.85	23,794,361.50	23,998,837.63
	20,037,045.42	4,126,200.00	24,163,245.42	24,390,104.08
	21,915,426.37	4,933,750.00	26,909,176.37	26,658,192.31
	22,996,741.57	5,690,475.00	28,987,216.57	29,084,945.67
	26,471,071.82	5,922,433.55	32,393,505.37	32,126,414.58
	26,791,360.59	6,704,646.96	33,496,007.55	33,611,309.45
	28,634,197.50	5,088,583.03	33,722,780.53	33,263,487.58
	27,531,585.26	7,013,300.00	34,544,885.26	33,486,322.44
	29,277,516.95	5,307,752.82	34,585,169.77	34,165,084.49
	30,041,982.86	3,297,965.25	33,339,948.11	33,449,899.45
	33,315,479.34	3,597,717.20	36,913,196.54	36,542,803.68
	36,785,397.97	3,297,921.46	40,083,319.43	39,592,566.22
	41,876,410.15	6,595.12	41,883,005.27	40,492,021.28
	45,508,692.61	21,416.85	45,530,109.46	43,282,944.43
	43,325,958.81	140,690.79	43,466,649.60	47,224,560.27
	42,560,843.83	6,066,473.00	48,627,316.83	50,046,235.21
	43,948,422.95	8,751,070.73	52,699,493.68	51,004,743.80
	48,837,609.39	4,746,167.06	53,583,776.45	53,006,194.39
	52,695,176.79	3,386,441.70	56,081,618.49	56,408,315.20
	56,175,611.18	5,745,017.89	61,920,629.07	62,317,119.36

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889.*

[This table shows the actual amounts charged and credited at each office, and when full returns have not been received and audited, or an office has become Presidential during the year, the amount of salary reported may be less than the annual salary as stated in the Official Register. As salaries of Presidential offices are based on the gross receipts of the previous year, the amount allowed at offices where the revenues have fallen off will, in some instances, be found largely in excess of the receipts for the year. Allowances for clerk-hire at offices of the first and second classes are based on the revenues of such offices, but such allowances are made to third-class offices, for the distribution of the mails where diverging star routes are supplied at the same time the local mail is distributed to the public. As all clerk-hire is paid from one appropriation the expenditures are necessarily taken up on the quarterly returns, of all postmasters as office expenses, and are so reported here. The basis of allowance being different, no comparison should be made between the percentage of expenses of third class offices and those of the first and second classes.]

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
ALABAMA.											
Anniston	2	$11,543.69	$2,000.00	$1,150.00	$335.00	$550.99	.....	$4,035.99	$7,507.70	35	
Athens	3	57.39	35.71	.....	.....	.....	.....	35.71	21.68	62	Presidential from June 18, 1889.
Bessemer	3	2,607.68	863.58	.....	98.89	2.24	.....	964.71	1,642.97	37	Presidential from November 19, 1888.
Birmingham	1	56,152.19	3,100.00	8,830.00	2,240.00	166.69	$6,850.13	21,186.82	34,995.37	38	
Decatur	2	4,420.33	2,000.00	700.00	277.50	2.64	.....	2,980.14	1,440.19	67	
Eufaula	3	5,429.19	1,700.00	625.00	221.25	6.56	.....	2,552.81	2,876.38	47	
Florence	3	6,077.45	1,500.00	150.00	71.25	5.44	.....	1,726.69	4,350.76	28	
Gadsden	3	4,525.83	1,500.00	199.85	100.00	5.12	.....	1,804.97	2,720.86	40	
Greensborough	3	2,498.50	1,200.00	.....	56.45	1.20	.....	1,257.65	1,240.85	50	
Greenville	3	3,338.47	1,400.00	200.00	109.50	3.12	.....	1,712.62	1,625.85	51	
Huntsville	3	8,296.45	1,800.00	350.00	180.00	18.16	.....	2,448.16	5,848.29	30	
Marion	3	2,916.31	1,400.00	76.00	130.50	1.12	.....	1,607.62	1,308.69	55	
Mobile	1	43,732.20	8,000.00	8,540.00	.....	216.40	8,980.44	20,736.84	22,995.36	45	In Government building.
Montgomery	2	32,240.32	2,800.00	5,060.00	.....	116.55	5,160.93	13,137.48	19,102.84	41	Do.
Opelika	3	4,994.28	1,600.00	250.00	180.11	7.84	.....	2,037.95	2,956.33	41	
Oxford	3	900.58	532.61	.....	59.12	2.08	.....	593.81	306.77	66	Presidential from December 20, 1888.
Selma	2	16,888.98	2,500.00	2,700.00	1,060.00	53.36	2,523.18	8,836.54	8,052.44	52	
Sheffield	3	126.18	60.71	.....	.....	.....	.....	60.71	65.47	48	Presidential from June 14, 1889.
Talladega	3	4,510.24	1,500.00	600.00	217.50	7.04	.....	2,324.54	2,185.70	52	
Troy	3	3,175.59	1,300.00	500.00	172.50	3.62	.....	1,976.12	1,199.47	63	
Tuscaloosa	3	6,407.10	1,800.00	450.00	225.00	3.44	.....	2,478.44	3,928.66	39	
Tuscumbia	3	2,715.51	1,300.00	262.50	112.50	2.08	.....	1,677.08	1,038.43	62	
Tuskegee	3	2,272.72	1,100.00	.....	45.00	2.98	.....	1,147.98	1,124.74	51	
Union Springs	3	2,199.19	1,100.00	200.00	122.25	3.12	.....	1,425.37	773.82	65	
Uniontown	3	122.34	82.42	.....	.....	.....	.....	82.42	39.92	67	Presidential from June 1, 1889.
Total	.....	228,148.71	37,275.03	30,813.35	6,014.32	1,181.79	23,514.68	98,799.17	129,349.54	57	
ARIZONA.											
Flagstaff	3	61.66	98.90	.....	.....	.....	.....	98.90	.....	162	Presidential from June 1, 1889. Deficiency, $37.24.

Wenona	3	3,503.38	1,400.00	262.50	150.50	.90		1,813.96	1,689.42	52	
Wheaton	3	2,650.60	1,200.00		120.00	2.96		1,322.96	1,327.64	50	
White Hall	3	3,207.04	1,400.00		165.00			1,565.00	1,642.04	49	
Wilmington	3	2,173.49	1,100.00		105.00	.96		1,205.96	967.53	55	
Winchester	3	2,254.12	1,100.00		102.70	.40		1,203.10	1,051.02	58	
Woodstock	3	3,474.47	1,400.00		165.00	.96		1,565.96	1,908.51	45	
Wright's Grove	3	4,941.67	1,125.00		95.00			1,220.00	3,721.67	25	Discontinued April 1, 1869.
Wyoming	3	1,002.04	1,000.00		101.25	.24		1,101.49	900.55	55	
Total		4,069,190.22	303,859.24	502,623.20	55,669.26	22,601.25	584,206.75	1,558,959.70	2,510,230.52	38	
INDIANA.											
Anderson	3	8,210.59	1,800.00	500.00	138.75	20.48		2,459.23	5,751.36	30	
Angola	3	3,359.73	1,400.00	100.00	75.00	3.12		1,578.12	1,781.61	47	
Attica	3	3,758.05	1,500.00	200.00	172.48	4.00		1,876.48	1,881.57	50	
Auburn	3	4,064.74	1,500.00		161.25	4.96		1,666.21	2,398.53	42	
Aurora	3	4,657.40	1,700.00	300.00	165.00	7.44		2,172.44	2,484.96	47	
Bedford	3	3,659.01	1,400.00	200.00	165.00	6.00		1,771.00	1,888.01	48	
Bloomington	3	5,557.25	1,700.00	300.00	182.30	4.64		2,186.94	3,370.31	39	
Bluffton	3	4,311.75	1,600.00	200.00	206.25	3.68		2,009.93	2,301.82	47	
Boonville	3	1,600.41	883.15	132.88	94.50	1.36		1,111.89	578.52	66	Presidential from August 13, 1869.
Bourbon	3	1,996.32	1,000.00		89.25	1.60		1,090.85	905.47	55	
Brazil	3	5,665.95	1,800.00	200.00	225.00	7.04		2,232.04	3,433.91	39	
Brookville	3	2,454.55	1,100.00	324.00	111.00	2.08		1,537.08	917.77	63	
Butler	3	2,986.13	1,300.00	90.00	144.00	2.32		1,536.32	1,449.81	51	
Cambridge City	3	2,647.54	1,200.00	243.00	84.75	3.44		1,531.19	1,116.35	58	
Columbia City	3	4,234.75	1,500.00	200.00	172.50	4.80		1,877.30	2,357.45	44	
Columbus	2	10,269.82	2,200.00	900.00	399.68	3.92	1,528.60	5,032.29	5,237.53	49	
Connersville	3	9,403.46	1,900.00	250.00	225.00	10.08		2,385.08	7,018.38	25	
Covington	3	2,547.42	1,200.00	150.00	97.50	2.16		1,449.66	1,097.76	57	
Crawfordsville	2	10,969.96	2,300.00	1,000.00	535.00	28.68	1,299.14	5,162.82	5,807.14	47	
Crown Point	3	2,495.25	1,200.00	150.00	127.50	.48		1,477.98	1,017.27	59	
Danville	3	4,493.56	1,600.00	50.00	187.50	8.12		1,840.62	2,652.94	42	
Decatur	3	3,444.49	1,300.00	150.00	82.50	3.36		1,535.86	1,908.63	45	
Delphi	3	3,687.81	1,500.00	250.00	172.50	4.80		1,927.30	1,760.51	52	
Edinburgh	3	2,654.90	1,200.00	60.00	94.50	4.00		1,358.50	1,296.40	51	
Elkhart	2	20,725.56	2,500.00	2,100.00	200.00	54.26	4,287.25	9,141.51	11,584.05	44	
Evansville	1	44,474.26	3,000.00	7,300.00		192.06	14,140.49	24,632.55	19,841.71	55	In Government building.
Fort Wayne	1	43,740.17	3,000.00	7,035.51	863.68	262.38	12,818.73	23,979.70	19,760.47	55	Do.
Fowler	3	2,268.04	1,100.00	111.00		1.60		1,212.60	1,055.44	53	
Frankfort	3	7,583.09	1,900.00	350.00	270.00	13.36		2,533.36	5,049.73	33	
Franklin	3	4,634.29	1,600.00	400.00	208.40	5.28		2,213.68	2,420.61	48	
Garrett	3	1,973.48	1,000.00		95.00	2.00		1,097.00	876.48	56	
Goodland	3	249.52	134.62			.24		134.86	114.66	54	Presidential from May 13, 1869.
Goshen	2	12,199.69	2,800.00	732.76	108.68	21.70	926.10	4,089.19	8,110.50	34	
Greencastle	2	8,046.99	2,000.00	800.00	218.70	18.88		3,037.58	5,009.41	38	
Greenfield	3	2,865.72	1,400.00		82.50	2.72		1,485.22	1,380.50	52	
Greensburgh	3	5,170.22	1,700.00	243.00	126.00	7.36		2,076.36	3,093.86	40	
Hammond	3	3,096.53	1,400.00		105.75	1.68		1,507.43	1,589.10	49	
Hartford City	3	2,574.83	1,100.00	200.00	94.25	1.52		1,395.77	1,179.06	54	
Huntingburgh	3	1,215.44	557.07	110.12	68.91	3.20		739.30	476.14	61	Presidential from December 11, 1868.

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
CALIFORNIA—cont'd.											
Fresno	2	$19,713.53	$2,400.00	$1,904.00	$27.20	$54.24	.....	$4,385.44	$15,328.09	22	
Gilroy	3	3,296.76	1,400.00	.....	96.75	2.72	.....	1,499.47	1,797.29	45	
Grass Valley	2	7,398.32	1,700.00	162.50	225.00	1.04	.....	2,088.54	5,309.78	28	
Hanford	3	2,750.40	1,200.00	.....	161.60	.96	.....	1,362.56	1,387.84	50	
Haywards	3	2,392.02	1,000.00	.....	76.50	3.44	.....	1,079.94	1,312.08	45	
Healdsburgh	3	4,254.97	1,500.00	.....	109.00	2.40	.....	1,611.40	2,643.57	38	
Hollister	3	3,736.78	1,500.00	.....	150.00	.80	.....	1,650.80	2,085.98	44	
Jackson	3	1,016.55	500.00	100.00	.....	1.36	.....	601.36	415.19	59	Presidential from January 1, 1889.
Livermore	3	2,788.84	1,300.00	.....	162.00	4.80	.....	1,466.80	1,322.04	53	
Long Beach	3	388.97	250.00	.....	.....	.16	.....	250.16	138.81	64	Presidential from April 1, 1889.
Los Angeles	1	107,530.09	3,300.00	32,184.44	1,375.00	1,129.70	$27,121.71	65,110.85	42,419.24	61	
Los Gatos	3	3,553.19	1,400.00	.....	123.75	4.00	.....	1,527.75	2,025.44	43	
Martinez	3	2,466.03	1,200.00	162.50	130.50	3.92	.....	1,496.92	969.11	61	
Marysville	2	7,798.99	2,000.00	907.04	422.20	20.70	.....	3,349.94	4,449.05	43	
Merced	3	4,713.95	1,600.00	.....	270.00	3.44	.....	1,873.44	2,840.51	40	
Modesto	3	5,971.49	1,800.00	200.00	95.00	5.36	.....	2,100.36	3,871.13	35	
Monterey	3	2,863.58	1,200.00	.....	217.50	9.44	.....	1,426.94	1,436.64	50	
Napa City	2	9,235.86	2,100.00	1,042.31	323.20	22.28	.....	3,487.79	5,748.07	38	
National City	3	3,026.03	1,500.00	.....	262.50	1.28	.....	1,763.78	1,262.25	58	
Nevada City	3	4,418.48	1,600.00	425.00	180.00	2.96	.....	2,207.96	2,210.52	50	
Oakland	1	70,243.54	3,200.00	10,284.94	1,925.00	1,178.69	22,228.12	38,816.75	31,426.79	55	
Ontario	3	1,783.98	965.22	.....	183.75	.96	.....	1,149.93	634.05	65	Presidential from September 11, 1888.
Orange	3	2,286.79	1,200.00	33.33	157.50	.96	.....	1,391.79	895.00	61	
Oroville	3	4,927.21	1,600.00	500.00	180.00	5.78	.....	2,285.78	2,641.43	46	
Pasadena	2	16,272.59	2,500.00	7,445.02	.....	78.72	.....	10,023.74	6,248.85	62	
Paso Robles	3	500.22	250.00	.....	.....	.16	.....	250.16	250.06	50	Presidential from April 1, 1889.
Petaluma	3	6,687.49	1,800.00	300.00	270.00	6.96	.....	2,376.96	4,310.53	36	
Placerville	3	3,451.52	1,400.00	625.00	257.50	3.04	.....	2,285.54	1,165.98	66	
Pomona	2	7,492.02	2,000.00	1,000.00	73.70	5.18	.....	3,078.88	4,413.14	41	
Red Bluff	2	7,920.43	2,100.00	1,300.00	490.00	.....	.....	3,890.00	4,030.43	49	
Redding	3	4,769.95	1,500.00	400.00	120.00	7.76	.....	2,027.76	2,742.19	43	
Riverside	2	10,116.69	2,280.00	875.00	.....	859.50	.....	3,434.50	6,682.19	34	
Sacramento	1	56,350.28	3,100.00	9,664.00	2,458.70	331.49	11,776.49	27,330.68	29,019.60	48	
St. Helena	3	4,451.24	1,600.00	100.00	134.25	2.08	.....	1,836.33	2,614.91	41	
Salinas	3	4,877.58	1,600.00	.....	187.50	4.56	.....	1,792.06	3,085.52	37	
San Bernardino	2	13,944.96	2,300.00	2,025.00	197.15	65.34	.....	4,587.49	9,357.47	33	
San Diego	1	36,164.27	3,000.00	6,987.39	1,200.00	77.13	5,485.93	16,750.45	19,413.82	46	
San Francisco	1	665,465.20	5,000.00	130,555.18	3,860.30	5,037.04	140,477.06	284,929.58	380,535.62	43	In Government building.
San Jacinto	3	1,678.95	831.52	.....	130.80	.40	.....	962.72	716.23	57	Presidential from September 1, 1888.
San José	2	34,445.69	2,800.00	4,500.00	1,420.39	560.66	9,126.89	18,416.94	16,028.75	53	
San Luis Obispo	3	6,963.64	1,800.00	625.00	157.50	14.96	.....	2,597.46	4,366.18	37	

Salem	3	2,306.37	1,100.00	200.00	96.28	3.36	.....	1,399.64	906.73	61	
Seymour	3	5,667.66	1,700.00	166.66	151.72	5.92	.....	2,024.30	3,643.36	36	
Shelbyville	3	7,163.24	1,800.00	276.25	153.90	10.80	.....	2,240.95	4,922.29	31	
South Bend	2	30,359.14	2,800.00	3,900.00	1,499.70	102.69	7,917.00	16,219.39	14,639.75	53	
Spencer	3	1,573.69	750.00	75.00	.....	.88	.....	825.88	747.81	52	Presidential from October 1, 1888.
Sullivan	3	3,727.80	1,400.00	150.00	94.93	3.92	.....	1,648.85	2,078.95	44	
Terre Haute	2	43,290.65	2,900.00	6,300.00	1,342.50	317.81	10,426.67	21,286.98	22,003.66	49	In Government building.
Tipton	3	3,168.23	1,300.00	150.00	134.25	3.12	.....	1,587.37	1,580.86	50	
Union City	3	4,898.05	1,700.00	200.00	236.00	6.00	.....	2,142.00	2,756.05	44	
Valparaiso	2	10,630.87	2,200.00	1,300.00	504.00	15.70	.....	4,019.70	6,611.17	38	
Vevay	3	2,079.74	1,200.00	400.00	127.50	2.48	.....	1,729.98	349.76	83	
Vincennes	2	10,972.16	2,200.00	1,550.00	101.00	311.61	3,775.18	7,937.79	3,034.37	72	
Wabash	3	8,178.17	1,900.00	500.00	270.00	10.88	.....	2,680.88	5,497.29	33	
Warsaw	3	5,661.85	1,700.00	200.00	90.00	9.04	.....	1,999.04	3,662.81	35	
Washington	3	5,446.67	1,600.00	150.00	45.00	5.68	.....	1,800.68	3,645.99	33	
Waterloo	3	2,150.79	1,000.00	.....	82.50	2.24	.....	1,084.74	1,066.05	50	
Winamac	3	2,089.69	1,000.00	.....	73.14	1.52	.....	1,074.66	1,015.03	51	
Winchester	3	4,050.96	1,500.00	240.00	123.78	4.08	.....	1,867.86	2,183.10	46	
Worthington	3	1,847.91	845.92	.....	97.25	1.68	.....	944.85	903.06	51	Presidential from September 24, 1888.
Total	.....	887,554.23	158,764.17	102,064.48	23,729.57	9,447.19	129,958.79	423,964.20	463,590.03	52	
IOWA.											
Ackley	3	2,670.83	1,200.00	200.00	127.50	1.52	.....	1,529.02	1,141.81	57	
Adel	3	1,326.85	665.76	.....	85.36	.16	.....	751.18	575.67	57	Presidential from November 1, 1888.
Alton	3	2,821.42	1,200.00	.....	100.00	1.28	.....	1,301.28	1,520.14	46	
Albia	3	3,743.03	1,500.00	300.00	172.50	.40	.....	1,972.90	1,770.13	53	
Algona	3	4,527.57	1,600.00	243.00	210.00	2.08	.....	2,055.08	2,472.49	46	
Ames	3	3,552.65	1,500.00	100.00	75.85	1.52	.....	1,677.37	1,875.28	47	
Anamosa	3	3,878.40	1,500.00	200.00	172.50	1.92	.....	1,874.42	2,003.98	49	
Atlantic	2	9,210.02	2,000.00	1,000.00	200.00	.76	.....	3,200.76	6,009.26	35	
Audubon	3	3,529.74	1,400.00	74.97	165.00	.48	.....	1,640.45	1,889.29	46	
Avoca	3	3,109.51	1,400.00	150.00	165.00	.80	.....	1,715.80	1,393.71	55	
Bedford	3	3,251.71	1,400.00	200.00	165.00	1.92	.....	1,766.92	1,484.79	54	
Bellе Plaine	3	3,137.58	1,400.00	.....	165.00	.80	.....	1,565.80	1,571.78	50	
Bellevue	3	1,132.45	1,175.00	200.00	103.90	1.60	.....	1,480.50	651.95	69	
Bloomfield	3	3,306.30	1,400.00	200.00	108.75	1.60	.....	1,710.35	1,595.95	52	
Boone	3	7,320.45	1,900.00	450.00	270.00	8.40	.....	2,628.40	4,692.05	36	
Brooklyn	3	2,604.55	1,200.00	.....	127.50	.80	.....	1,328.30	1,276.25	51	
Burlington	1	41,830.05	3,000.00	7,760.00	3,206.49	158.64	9,640.49	23,765.62	18,064.43	57	
Carroll	3	4,839.21	1,600.00	150.00	210.00	2.72	.....	1,962.72	2,876.49	41	
Cedar Falls	2	8,508.57	2,000.00	450.00	270.00	5.60	.....	2,725.60	5,782.97	32	
Cedar Rapids	1	40,140.48	3,000.00	6,000.00	1,675.00	79.60	7,132.22	17,886.82	22,253.66	45	
Centreville	3	4,608.29	1,600.00	300.00	175.67	2.32	.....	2,077.99	2,530.30	45	
Chariton	3	5,357.07	1,700.00	400.00	240.00	4.72	.....	2,344.72	3,012.35	44	
Charles City	3	5,242.96	1,700.00	400.00	251.25	3.76	.....	2,355.01	2,887.95	45	
Cherokee	3	5,802.77	1,700.00	200.00	250.93	3.52	.....	2,154.45	3,648.32	37	
Clarinda	3	4,977.53	1,700.00	800.00	251.25	4.32	.....	2,755.57	2,221.96	55	
Clarion	3	178.86	96.15	.....	.....	.....	.....	96.15	82.71	54	Presidential from May 27, 1889.
Clear Lake	3	2,607.80	1,300.00	.....	139.50	2.80	.....	1,442.30	1,165.50	55	
Clinton	2	18,676.12	2,500.00	2,000.00	1,146.70	1.12	5,021.89	10,669.71	8,006.51	57	

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June* 30, 1889—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
COLORADO—continued.											
Leadville	2	$23,666.19	$2,700.00	$7,730.00	$363.76	$155.03	$3,497.84	$14,446.63	$9,219.56	61	
Longmont	3	4,221.52	1,600.00	100.00	195.00	4.40	.....	1,899.40	2,322.12	45	
Loveland	3	2,453.45	1,200.00	.....	138.75	.40	.....	1,339.15	1,114.30	55	
Manitou Springs	3	3,986.80	1,500.00	350.00	187.50	7.36	.....	2,044.86	1,941.94	51	
Monte Vista	3	276.02	108.79	.....	.....	.....	.....	108.79	167.23	39	Presidential from May 29, 1889.
Montrose	3	4,075.09	1,500.00	300.00	187.50	2.80	.....	1,990.30	2,084.79	49	
Ouray	3	5,003.52	1,600.00	400.00	187.50	2.24	.....	2,189.74	2,813.78	44	
Pueblo	2	34,066.63	2,600.00	4,750.00	213.60	117.97	7,157.39	14,838.96	19,227.67	44	
Salida	3	5,906.22	1,700.00	237.63	270.00	4.32	.....	2,211.95	3,694.27	37	
Silverton	3	3,259.46	1,500.00	300.00	127.50	.88	.....	1,928.38	1,331.08	59	
Sterling	3	209.54	103.85	.....	13.38	.....	.....	117.23	92.31	56	Presidential from June 4, 1889.
Telluride	3	3,003.06	1,200.00	.....	142.50	.32	.....	1,342.82	1,660.24	45	
Trinidad	2	13,146.15	2,100.00	1,530.56	457.90	13.92	.....	4,102.38	9,043.77	31	
Yuma	3	53.52	36.26	.....	.....	.....	.....	36.26	17.26	68	Presidential from June 19, 1889.
Total	.....	439,769.28	57,863.57	57,219.93	9,031.22	2,581.13	44,833.35	171,529.20	268,240.08	37	
CONNECTICUT.											
Ansonia	2	11,225.59	2,400.00	1,350.00	994.56	481.00	4,228.62	9,454.18	1,771.41	84	
Bethel	3	2,940.88	1,200.00	.....	108.75	1.92	.....	1,310.67	1,630.21	44	
Birmingham	2	13,556.42	2,300.00	1,278.00	1,159.92	27.28	4,317.46	9,082.66	4,473.76	67	
Branford	3	2,949.75	1,300.00	.....	121.40	3.36	.....	1,424.76	1,524.99	48	
Bridgeport	1	64,407.32	3,100.00	8,930.88	3,613.34	316.80	14,233.16	30,194.18	34,213.14	47	
Bristol	2	8,810.72	2,000.00	450.00	354.75	13.73	.....	2,818.48	5,992.24	32	
Clintonville	3	3,173.96	678.53	.....	85.12	.08	.....	763.73	2,410.23	24	Presidential from November 19, 1888.
Colchester	3	2,669.87	1,000.00	.....	97.50	5.36	.....	1,102.86	1,567.01	41	
Collinsville	3	2,659.11	1,200.00	.....	90.00	2.32	.....	1,292.32	1,366.79	49	
Danbury	2	18,580.80	2,500.00	2,200.00	574.14	75.22	4,124.63	9,473.99	9,106.81	50	
Danielsonville	3	5,537.62	1,700.00	300.00	228.85	6.32	.....	2,235.17	3,302.45	40	
Deep River	3	2,549.09	1,300.00	.....	67.50	2.56	.....	1,370.06	1,179.03	54	
East Haddam	3	1,552.87	1,200.00	100.00	56.25	.88	.....	1,357.13	195.74	87	
East Hampton	3	1,747.16	1,100.00	.....	26.32	1.12	.....	1,127.44	619.72	65	
Essex	3	2,429.58	1,300.00	.....	102.84	3.36	.....	1,406.20	1,023.38	58	
Greenwich	3	7,566.22	1,700.00	.....	168.75	10.40	.....	1,879.15	5,687.07	25	
Guilford	3	2,480.09	1,200.00	.....	108.75	4.72	.....	1,313.47	1,166.62	53	
Hartford	1	154,311.45	3,400.00	21,599.78	.....	633.41	22,385.30	48,018.44	106,293.01	31	In Government building.
Litchfield	3	3,821.81	1,500.00	.....	110.00	3.60	.....	1,613.60	2,208.21	42	
Manchester	3	849.49	403.53	.....	52.75	1.36	.....	457.64	391.85	54	Presidential from November 19, 1888.
Meriden	2	36,443.34	2,800.00	4,024.00	1,502.00	101.73	7,147.22	15,574.95	20,868.39	43	
Middletown	2	22,342.54	2,600.00	2,700.00	.....	54.64	4,025.91	9,380.55	12,961.99	42	In Government building.

Laporte City	3	2,115.28	1,200.00	.....	127.50	.96	.....	1,328 46	786.82	63	
Lemars	2	9,074.71	2,100.00	1,100.00	240.84	.....	.....	3,440.84	5,633.87	38	
Leon	3	2,702.03	1,200.00	200.00	126.80	1.36	.....	1,528.16	1,173.87	57	
Logan	3	2,404.47	1,200.00	150.00	127.50	.96	.....	1,478.46	926.01	62	
Lyons	3	5,616.76	1,700.00	200.00	236.25	4.40	.....	2,140.65	3,476.11	38	
McGregor	3	4,643.37	1,700.00	300.00	157.50	2.80	.....	2,160.30	2,483.07	47	
Malvern	3	2,177.29	1,000.00	200.00	101.25	.40	.....	1,301.65	875.64	60	
Manchester	3	5,649.47	1,700.00	400.00	251.00	2.08	.....	2,353.06	3,296.39	42	
Manning	3	2,059.08	1,000.00	.....	101.25	.56	.....	1,101.81	957.27	64	
Manson	3	406.44	192.31	14.62	19.23	.....	.....	226 16	180.28	56	Presidential from April 22, 1889.
Mapleton	3	2,065.02	1,000.00	.....	101.25	.40	.....	1,101.65	963.37	53	
Maquoketa	3	6,020.47	1,700.00	100.00	251.25	2.32	.....	2,053.57	3,966.90	34	
Marcus	3	1,082.90	500.00	.....	66.50	.16	.....	566.66	516.24	52	Presidential from January 1, 1889.
Marengo	3	3,491.03	1,400.00	180.00	165.00	1.28	.....	1,746.28	1,744.75	50	
Marion	3	4,883.10	1,700.00	500.00	251.25	5.44	.....	2,456.69	2,426.41	50	
Marshalltown	2	19,277.22	2,500.00	2,500.00	1,080.00	6.36	4,031.25	10,097.61	9,179.61	52	
Mason City	3	6,977.53	1,500.00	300.00	270.00	4.32	.....	2,374.32	4,603.21	34	
Missouri Valley	3	4,205.75	1,600.00	300.00	197.50	4.32	.....	2,101.82	2,103.93	59	
Montezuma	3	450.12	250.00	.....	.....	.....	.....	250.00	200.12	56	Presidential from April 1, 1889.
Monticello	3	3,147.05	1,400.00	243.00	146.25	1.28	.....	1,790.53	1,356.52	57	
Mount Ayr	3	2,750.50	1,300.00	162.00	105.00	2.56	.....	1,569.56	1,181.03	57	
Mount Pleasant	2	8,819.48	2,000.00	1,000.00	108.69	7.36	.....	3,116.05	5,103.43	34	
Mount Vernon	3	3,455.20	1,400.00	.....	165.00	1.12	.....	1,566.12	1,889.08	45	
Muscatine	2	15,775.87	2,400.00	1,800.00	1,200.00	.....	3,472.83	8,872.83	6,903.04	56	
Nashua	3	2,491.20	1,200.00	.....	107.50	.80	.....	1,308.30	1,182.90	53	
Nevada	3	3,136.22	1,400.00	.....	165.00	1.20	.....	1,566.20	1,570.02	50	
New Hampton	3	3,041.69	1,200.00	200.00	127.50	.72	.....	1,528.22	1,513.47	50	
Newton	3	5,657.13	1,700.00	250.00	251.25	4.96	.....	2,206.21	3,450.92	39	
Odebolt	3	3,435.96	1,200.00	.....	115.37	.....	.....	1,315.37	2,120.59	38	
Onawa	3	2,420.22	1,100.00	90.00	111.00	1.68	.....	1,302.68	1,117.54	54	
Orange City	3	2,553.11	1,100.00	150.00	111.00	.88	.....	1,361.88	1,191.23	53	
Osage	3	4,297.32	1,600.00	500.00	153.75	2.32	.....	2,256.07	2,041.25	53	
Osceola	3	3,688.05	1,500.00	200.00	135.00	2.80	.....	1,837.80	1,850.25	50	
Oskaloosa	2	11,900.86	2,300.00	1,640.00	524.00	9.98	2,881.75	7,355.73	4,545.13	61	
Ottumwa	2	24,909.54	2,600.00	3,480.00	718.13	26.49	5,349.55	12,094.17	12,815.37	49	
Pella	3	4,355.65	1,400.00	100.00	165.00	1.28	.....	1,666.28	2,689.37	38	
Perry	3	4,289.96	1,600.00	150.00	191.25	2.64	.....	1,943.89	2,346.07	45	
Red Oak	3	7,338.67	1,900.00	480.00	270.00	6.40	.....	2,576.40	4,762.27	35	
Rock Rapids	3	2,948.88	1,200.00	.....	127.50	.....	.....	1,327.50	1,621.38	45	
Sac City	3	2,596.95	1,200.00	135.00	127.50	.24	.....	1,462.74	1,134.21	56	
Sanborn	3	1,948.68	1,100.00	120.00	111.00	.....	.....	1,331.00	617.68	68	
Sheldon	3	3,867.24	1,500.00	.....	131.00	1.92	.....	1,632.92	2,224.32	42	
Shenandoah	3	6,467.70	1,700.00	300.00	198.00	2.48	.....	2,200.48	4,267.22	34	
Sibley	3	2,902.21	1,400.00	150.00	165.00	.72	.....	1,715.72	1,186.49	59	
Sigourney	3	3,008.86	1,400.00	200.00	165.00	1.92	.....	1,766.92	1,241.94	58	
Sioux City	1	56,953.69	3,100.00	8,070.00	2,443.32	90.22	8,750.14	22,453.68	34,500.01	40	
Spencer	3	4,072.97	1,500.00	450.00	172.51	1.68	.....	2,124.19	1,948.78	52	
Spirit Lake	3	1,575.45	750.00	.....	101.25	1.04	.....	852.29	723.16	54	Presidential from October 1, 1888.
Storm Lake	3	4,534.76	1,600.00	100.00	210.00	1.68	.....	1,911.68	2,623.08	42	
Stuart	3	3,573.51	1,500.00	150.00	168.75	1.36	.....	1,820.11	1,753.40	51	
Tama	3	2,847.05	1,300.00	200.00	144.00	2.80	.....	1,646.80	1,240.25	57	
Tipton	3	3,382.00	1,400.00	250.00	162.20	1.44	.....	1,813.64	1,568.36	54	

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
DAKOTA—continued.											
Columbia	3	$2,136.43	$1,200.00	$37.50	$127.50	$0.16	.....	$1,365.16	$771.27	64	
Deadwood	3	6,126.48	1,800.00	975.10	270.00	.....	.....	3,045.60	3,081.48	50	
Dell Rapids	3	2,490.96	1,100.00	.....	111.00	.....	.....	1,211.00	1,279.96	49	
De Smet	3	2,166.32	1,000.00	.....	127.50	.72	.....	1,328.22	838.10	61	
Devil's Lake	3	4,334.82	1,600.00	212.50	210.00	1.60	.....	2,024.10	2,310.72	47	
Ellendale	3	2,737.45	1,300.00	200.00	144.00	.40	.....	1,644.40	1,093.05	60	
Fargo	2	23,326.54	2,600.00	4,500.00	1,200.00	55.24	$2,963.35	11,318.59	12,007.95	49	
Faulkton	3	1,774.74	971.47	.....	111.00	.99	.....	1,083.46	691.28	61	Presidential from August 13, 1888.
Grafton	3	3,655.27	1,500.00	200.00	34.90	1.36	.....	1,736.26	1,919.01	48	
Grand Forks	2	12,279.21	2,300.00	1,199.00	564.90	13.47	.....	4,077.37	8,201.84	33	
Groton	3	2,185.57	900.00	.....	126.10	.72	.....	1,026.82	1,158.75	47	
Hillsboro	3	2,786.19	1,200.00	.....	127.50	.72	.....	1,328.22	1,457.97	48	
Huron	2	12,924.17	2,300.00	1,636.00	412.65	1.00	2,243.04	6,592.69	6,331.48	51	
Ipswich	3	3,219.23	1,300.00	.....	141.00	.40	.....	1,441.40	1,777.83	45	
Jamestown	3	6,221.56	1,800.00	325.00	270.00	7.44	.....	2,402.44	3,819.12	39	
Kimball	3	2,057.65	1,100.00	100.00	111.00	.80	.....	1,311.80	745.85	64	
Larimore	3	2,211.09	1,200.00	200.00	165.00	.64	.....	1,565.64	645.45	71	
Lead City	3	2,776.85	1,200.00	.....	127.50	.48	.....	1,327.98	1,448.87	48	
Lisbon	3	3,458.33	1,400.00	200.00	124.14	.80	.....	1,724.94	1,733.39	50	
Madison	3	4,321.53	1,500.00	100.00	165.00	1.63	.....	1,766.63	2,554.90	41	
Mandan	3	2,897.98	1,300.00	.....	144.00	1.20	.....	1,445.20	1,452.78	50	
Mayville	3	2,189.10	1,100.00	.....	111.00	.32	.....	1,211.32	977.78	55	
Millbank	3	3,123.73	1,500.00	200.00	127.50	.56	.....	1,828.06	1,295.67	59	
Miller	3	2,480.73	1,200.00	200.00	120.00	2.00	.....	1,522.00	958.73	61	
Minot	3	3,784.63	648.91	.....	.....	.....	.....	648.91	3,135.72	17	Presidential from December 17, 1888
Mitchell	2	7,720.75	2,000.00	1,000.00	380.00	13.99	.....	3,393.99	4,326.76	44	
Parker	3	2,373.36	1,200.00	100.00	120.00	.88	.....	1,420.88	952.48	60	
Park River	3	2,591.15	1,300.00	.....	112.50	.16	.....	1,412.66	1,178.49	55	
Pierre	3	4,042.02	1,600.00	600.00	210.00	.80	.....	2,410.80	1,631.22	60	
Plankinton	3	5,043.53	1,600.00	120.00	210.75	.....	.....	1,930.75	3,112.78	38	
Rapid City	3	5,953.63	1,800.00	600.00	270.00	1.12	.....	2,671.12	3,282.51	45	
Redfield	3	3,560.25	1,500.00	200.00	136.50	3.12	.....	1,839.62	1,720.63	52	
Scotland	3	2,133.64	962.51	200.00	37.50	.88	.....	1,200.89	932.75	56	Presidential from August 16, 1888.
Sioux Falls	2	17,532.58	2,500.00	1,900.00	1,200.00	1.52	3,288.59	8,890.11	8,642.47	51	
Sturgis	3	936.36	442.31	.....	23.83	.....	.....	466.14	470.22	50	Presidential from January 1, 1889. Delinquent April 1-21, 1889.
Valley City	3	3,023.87	1,400.00	.....	142.50	.40	.....	1,542.90	1,480.97	51	
Vermillion	3	2,778.60	1,200.00	200.00	127.50	1.92	.....	1,529.42	1,249.18	55	
Wahpeton	3	3,983.27	1,600.00	100.00	210.00	2.40	.....	1,912.40	2,070.87	48	
Watertown	2	9,231.22	2,000.00	875.00	300.00	6.88	.....	3,181.88	6,049.34	34	
Webster	3	2,248.03	1,000.00	200.00	101.55	.80	.....	1,402.05	845.98	62	

Cimarron	3	1,705.70	1,800.00	100.00	141.00	.32			1,511.32	164.38	90		
Clay Centre	3	2,017.80	2,400.00	900.00	420.00	6.00			3,326.00	3,691.80	47		
Clyde	3	2,756.88	1,440.00	200.00	123.75	.80			1,724.55	1,032.33	63		
Coffeyville	3	4,977.05	1,500.00	300.00	119.25	2.16			1,921.41	2,436.64	44		
Colby	3	3,303.45	1,400.00	237.50	165.00	.96			1,803.46	1,499.99	55		
Coldwater	3	1,851.27	1,200.00		128.75	.40			1,324.15	527.12	72		
Columbus	3	5,496.00	1,700.00	400.00	180.50	4.80			2,285.30	3,210.70	42		
Concordia	3	6,787.47	1,800.00	400.00	225.00	5.12			2,530.13	4,257.35	37		
Council Grove	3	4,062.76	1,600.00	300.00	172.50	3.12			2,075.62	1,987.14	51	Presidential from January 1, 1889.	
Coolidge	3	742.48	500.00		69.00				562.00	180.48	76	Presidential from May 13, 1889.	
Cottonwood Falls	3	275.29	129.12	12.50		.08			141.70	133.59	52		
Dighton	3	2,367.28	1,400.00	250.00	165.00	.72			1,815.72	551.54	77		
Dodge City	3	4,878.73	2,000.00	1,000.00		2.64			3,002.64	1,876.09	62		
Downs	3	2,881.42	1,200.00	150.00	120.00	.56			1,470.56	910.86	62		
El Dorado	3	6,073.93	1,800.00	500.00	45.00	5.44			2,350.44	3,723.49	39		
Ellis	3	565.10	793.48		101.25				894.73		57	Presidential from September 15, 1888.	
Ellsworth	3	3,670.79	1,600.00	250.00	210.00	1.53			2,041.62	1,628.27	55		
Emporia	2	18,680.01	2,600.00	2,200.00	661.51	43.06	4,849.66		10,354.23	8,325.78	55	Presidential from October 4, 1889.	
Erie	3	1,666.80	741.85		100.13	1.04			843.74	823.76	51		
Eureka	3	2,718.39	850.00	100.00		.72			950.72	1,767.67	35		
Florence	3	2,471.46	1,300.00	249.99	144.00	.96			1,694.95	776.51	69		
Fort Scott	2	18,825.13	2,550.00	2,600.00	1,140.00	22.86	4,793.33		11,056.18	7,768.95	59		
Frankfort	3	2,448.24	1,100.00		82.50	.56			1,183.06	1,265.18	48		
Fredonia	3	3,843.91	1,500.00	300.00	172.50	2.40			1,974.90	1,869.01	51		
Galena	3	2,857.90	1,300.00		133.30	3.04			1,436.34	1,421.56	50		
Garden City	3	7,012.05	2,300.00	1,500.00	1.00	31.09			3,832.09	3,179.96	55		
Garnett	3	4,717.75	1,600.00	225.00	210.00	4.00			2,039.00	2,678.75	43		
Girard	3	4,829.22	1,600.00	300.00	193.50	5.20			2,098.70	2,730.52	43		
Great Bend	3	5,401.72	1,800.00	200.00	45.00	1.84			2,046.84	3,444.88	37		
Greenleaf	3	1,676.68	1,100.00	100.00	82.83	1.36			1,284.19	392.49	75		
Greensburgh	3	2,006.46	1,500.00	100.00	160.50	1.36			1,761.86	244.60	88		
Halstead	3	1,964.92	1,100.00		101.40	.24			1,204.64	760.28	62		
Harper	3	3,563.53	1,600.00	200.00	202.25	.80			2,003.05	1,560.48	56		
Hays City	3	3,163.48	1,400.00	108.00	164.97	1.01			1,674.01	1,489.47	53		
Herington	3	359.49	211.54	12.36		.16			224.06	135.43	63	Presidential from May 7, 1888.	
Hiawatha	3	7,133.46	1,800.00	300.00	270.00	2.72			2,372.72	4,760.74	33		
Holton	3	5,029.97	1,700.00	249.99	232.49	2.64			2,185.13	2,843.85	43		
Howard	3	2,970.76	1,300.00	150.00	123.90				1,573.90	1,396.86	53		
Humboldt	3	2,989.06	1,400.00	300.00	146.25	1.20			1,847.45	1,141.61	62		
Hutchinson	2	16,141.70	2,400.00	1,700.00		87.45	3,980.08		8,167.53	7,974.17	51		
Independence	3	6,133.67	1,800.00	400.00	270.00	8.16			2,478.16	3,655.51	40		
Iola	3	3,283.19	1,400.00	250.00	93.89	2.40			1,678.29	1,604.81	51		
Jewell	3	1,834.09	1,100.00	100.00	102.41	.32			1,302.73	531.36	71		
Junction City	3	7,165.71	1,900.00	400.00	45.00	7.84			2,352.84	4,812.87	33		
Kansas City	2	20,875.18	2,500.00	2,600.00	726.52	16.50	7,804.45		13,646.47	7,228.71	65		
Kingman	3	5,680.77	1,900.00	525.00	267.50	5.28			2,687.78	2,992.99	48		
Kinsley	3	6,670.84	1,500.00	300.00	172.50	1.52			1,974.02	4,696.82	74		
Kiowa	3	1,877.08	1,400.00		164.25	.40			1,564.65	312.43	83		
Kerwin	3	1,962.21	1,300.00	125.00	144.00	.24			1,569.24	392.97	80		
La Cygne	3	2,283.82	1,100.00	200.00	106.50	3.04			1,409.54	874.28	61		
Larned	3	5,782.00	2,000.00	575.00	178.42	3.36			2,756.78	3,025.22	48		
Lawrence	2	23,726.41	2,329.12	3,105.49	1,035.16	31.76	5,435.80		11,936.83	11,789.58	50		

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
GEORGIA—cont'd.											
Augusta	2	$41,583.12	$2,900.00	$5,561.96	$1,182.00	$230.82	$13,026.68	$22,901.46	$18,681.66	55	
Cambridge	3	3,729.54	1,500.00	300.00	75.00	1.68	.....	1,876.68	1,852.86	50	
Barnesville	3	2,005.10	1,100.00	200.00	97.50	2.72	.....	1,400.22	604.88	70	
Brunswick	2	10,117.33	2,000.00	1,050.00	474.40	13.65	.....	3,538.05	6,579.28	35	
Cartersville	3	3,548.76	1,400.00	200.00	108.50	5.20	.....	1,713.70	1,835.06	48	
Columbus	2	19,201.52	2,500.00	2,000.83	1,237.45	106.01	6,057.15	10,900.44	8,301.08	57	
Cuthbert	3	2,377.46	1,100.00	90.00	91.50	2.08	.....	1,283.58	1,093.88	54	
Dalton	3	4,019.01	1,400.00	200.00	146.70	5.76	.....	1,752.46	2,266.55	44	
Gainesville	3	4,696.73	1,600.00	500.00	210.00	8.00	.....	2,318.00	2,378.73	49	
Griffin	3	4,689.13	1,600.00	300.00	152.25	12.16	.....	2,064.41	2,624.72	44	
Hawkinsville	3	3,384.76	1,300.00	212.50	108.75	2.72	.....	1,623.97	1,760.79	48	
La Grange	3	3,194.80	1,400.00	200.00	148.50	5.36	.....	1,753.86	1,440.94	55	
Macon	2	40,249.52	2,900.00	6,239.57	754.90	289.28	8,711.12	18,894.87	21,354.65	47	In Government building.
Madison	3	2,661.45	1,200.00	.....	123.75	2.32	.....	1,326.07	1,335.38	50	
Marietta	3	6,116.75	1,700.00	200.00	105.00	11.84	.....	2,016.84	4,099.91	33	
Milledgeville	3	3,679.19	1,500.00	.....	126.04	3.44	.....	1,629.48	2,049.71	44	
Newnan	3	3,447.59	1,400.00	101.00	47.63	5.76	.....	1,554.39	1,893.20	45	
Quitman	3	2,469.26	1,100.00	150.00	87.00	1.60	.....	1,338.60	1,130.66	54	
Rome	2	14,565.23	2,300.00	1,433.14	680.00	25.03	2,957.30	7,395.47	7,169.76	51	
Sandersville	3	1,150.28	614.13	.....	73.69	1.60	.....	689.42	460.86	60	Presidential from November 20, 1888.
Savannah	1	77,531.12	3,200.00	11,110.00	2,272.18	386.16	13,689.49	30,657.83	46,873.29	40	
Thomasville	3	7,162.72	1,800.00	400.00	270.00	16.80	.....	2,486.80	4,675.92	35	
Valdosta	3	3,187.19	1,300.00	200.00	73.00	5.12	.....	1,578.12	1,609.07	50	
Washington		2,808.22	1,300.00	148.00	138.75	1.62	.....	1,588.37	1,219.85	57	
Way Cross	3	2,297.23	1,200.00	100.00	56.15	283.08	.....	1,639.23	1,658.00	50	
West Point	3	2,655.68	1,100.00	190.92	104.70	9.44	.....	1,414.06	1,241.62	53	
Total	.....	435,269.73	51,414.13	53,645.83	9,632.59	2,137.18	62,009.25	178,838.98	256,430.75	42	
IDAHO.											
Bellevue	3	1,471.37	887.77	216.66	71.10	.25	.....	1,175.75	295.62	80	Presidential from September 10, 1888.
Boise City	3	7,025.93	1,700.00	425.00	270.00	2.72	.....	2,397.72	4,628.23	34	
Hailey	3	3,238.69	1,500.00	200.00	172.50	.....	.....	1,872.50	966.19	58	
Lewiston	3	2,828.01	1,300.00	400.00	146.25	11.13	.....	1,857.38	970.63	65	
Moscow	3	2,683.59	997.82	161.30	131.25	.40	.....	1,295.77	1,387.82	48	Presidential from September 1, 1888.
Murray	3	1,755.77	1,100.00	.....	112.50	.....	.....	1,212.50	543.27	69	
Total	.....	19,003.38	7,485.59	1,407.96	903.60	14.41	.....	9,811.62	9,191.76	48	

Sedgwick	3	1,935.81	1,000.00	.....	101.25	.48	.....	1,101.73	834.08	57	
Seneca	3	4,218.59	1,500.00	300.00	172.60	3.12	.....	1,975.72	2,242.87	47	
Smith Centre	3	2,758.86	1,200.00	200.00	105.00	.72	.....	1,505.72	1,253.14	55	
Solomon City	3	1,725.26	1,000.00	37.50	100.75	.....	.....	1,138.25	587.01	66	
Stafford	3	1,828.05	1,100.00	100.00	84.75	.56	.....	1,285.31	542.74	70	
Sterling	3	4,262.80	1,600.00	200.00	144.75	1.68	.....	1,946.43	2,316.37	46	
Stockton	3	2,996.85	1,400.00	150.00	138.75	.88	.....	1,689.63	1,307.22	56	
Syracuse	3	1,988.91	1,300.00	150.00	135.00	1.76	.....	1,586.76	402.15	80	
Topeka	1	89,788.98	3,200.00	10,764.99	200.00	142.28	12,626.18	26,933.45	62,855.53	30	In Government building.
Valley Falls	3	2,388.21	1,200.00	200.00	127.50	1.04	.....	1,528.54	859.67	64	
Wa Keeney	3	2,965.97	1,600.00	300.00	180.00	2.96	.....	2,082.96	883.01	70	
Wallace	3	993.54	839.95	76.39	111.00	.64	.....	1,027.98	.....	104	Deficiency, $34.44.
Wamego	3	3,170.15	1,400.00	100.00	146.25	1.20	.....	1,647.45	1,522.70	52	
Washington	3	4,050.63	1,500.00	100.00	97.50	2.64	.....	1,700.14	2,350.49	42	
Waterville	3	1,826.30	1,000.00	.....	82.50	.24	.....	1,082.74	743.56	57	
Wellington	2	9,332.12	2,200.00	800.00	245.00	1.61	2,582.61	5,829.22	3,502.90	62	
Wichita	1	42,906.41	3,100.00	7,500.00	.75	132.30	11,809.21	22,542.26	20,364.15	53	
Wilson	3	1,818.53	1,100.00	.....	111.00	.32	.....	1,211.32	607.21	67	
Winfield	2	11,320.10	2,400.00	1,400.00	900.00	12.36	4,056.07	8,768.43	2,551.67	77	
Yates Center	3	2,454.00	1,200.00	200.00	61.19	2.56	.....	1,463.75	990.25	60	
Total	.....	767,955.43	202,194.84	71,752.68	24,932.61	1,042.45	83,249.36	383,171.94	384,783.49	50	
KENTUCKY.											
Ashland	3	4,469.05	1,500.00	200.00	154.52	5.20	.....	1,859.72	2,609.33	42	
Bardstown	3	2,308.05	1,100.00	.....	92.00	.....	.....	1,192.00	1,116.05	52	
Bowling Green	2	8,528.68	2,000.00	1,050.00	500.00	16.32	.....	3,566.32	4,962.36	42	
Carlisle	3	2,246.64	1,100.00	.....	93.78	2.08	.....	1,195.86	1,050.78	53	
Carrollton	3	2,266.75	1,100.00	.....	103.50	.72	.....	1,204.22	1,062.53	53	
Catlettsburgh	3	3,814.84	1,400.00	150.00	159.04	3.68	.....	1,712.72	2,102.12	45	
Covington	2	22,254.00	2,600.00	3,400.00	.....	178.12	8,729.49	14,907.61	7,346.39	67	In Government building.
Cynthiana	3	4,364.21	1,500.00	150.00	172.50	3.68	.....	1,826.18	2,538.03	42	
Danville	3	6,769.76	1,800.00	150.00	223.05	8.08	.....	2,181.13	4,588.63	32	
Elizabethtown	3	2,940.16	1,300.00	200.00	138.00	4.16	.....	1,642.16	1,298.00	56	
Eminence	3	1,743.66	875.00	.....	57.75	2.48	.....	935.23	808.43	54	Presidential from August 16, 1888.
Flemingsburgh	3	208.01	82.42	.....	.....	.....	.....	82.42	125.59	40	Presidential from June 1, 1889.
Frankfort	2	12,465.08	2,400.00	1,508.24	.....	37.94	8,185.34	7,131.52	5,333.56	57	In Government building.
Franklin	3	2,565.25	1,100.00	150.00	105.00	2.72	.....	1,357.72	1,207.53	53	
Fulton	3	3,242.51	1,300.00	100.00	142.50	3.04	.....	1,545.54	1,696.97	48	
Georgetown	3	4,517.71	1,600.00	200.00	206.25	8.92	.....	2,015.17	2,502.54	45	
Glasgow	3	3,295.80	1,400.00	300.00	133.50	2.56	.....	1,836.06	1,459.74	56	
Harrodsburgh	3	4,241.68	1,500.00	350.00	172.50	5.04	.....	2,027.54	2,214.14	48	
Henderson	2	8,688.32	2,000.00	837.50	367.50	17.20	.....	3,222.20	5,466.12	37	
Hickman	3	2,163.21	1,100.00	76.00	63.75	1.28	.....	1,241.03	922.18	57	
Hopkinsville	3	6,525.72	1,800.00	400.00	216.50	14.00	.....	2,430.50	4,095.22	37	
Lancaster	3	1,920.16	550.00	50.00	.....	.80	.....	600.80	1,319.36	31	
Lebanon	3	5,121.66	1,600.00	300.00	168.75	4.48	.....	2,073.23	3,048.43	40	
Lexington	2	34,649.54	2,800.00	4,000.00	845.14	200.10	6,542.09	14,387.33	20,262.21	42	In Government building.
Louisville	1	287,026.95	3,600.00	45,541.51	.....	1,302.79	52,235.09	102,679.39	184,347.56	36	Do.
Madisonville	3	2,533.20	1,100.00	.....	35.00	2.40	.....	1,137.40	1,395.80	45	
Mayfield	3	3,525.29	1,400.00	350.00	12.25	3.34	.....	1,765.59	1,759.70	50	

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June* 30, 1889—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
ILLINOIS—continued.											
Elmhurst	3	$3,067.09	$1,200.00		$120.00	$1.04		$1,321.04	$1,746.05	43	
Elmwood	3	2,329.75	1,100.00		34.00	1.04		1,135.04	1,194.71	49	
El Paso	3	2,746.90	1,200.00	$100.00	127.50	1.04		1,428.54	1,318.36	52	
Englewood	2	17,541.81	2,400.00	1,800.00	500.00	74.85	$8,178.92	12,953.77	4,588.04	74	
Eureka	3	2,805.20	1,200.00		136.50	1.44		1,437.94	1,367.26	51	
Evanston	2	14,050.90	2,300.00	1,300.00	950.00	50.95	2,620.35	7,221.30	6,829.60	51	
Fairbury	3	3,728.40	1,500.00		67.50	2.16		1,569.66	2,158.74	42	
Fairfield	3	3,128.80	1,400.00	100.00	160.45	2.64		1,663.09	1,465.71	53	
Farmer City	3	2,749.12	1,300.00		144.00	1.76		1,445.76	1,303.36	53	
Farmington	3	1,661.79	823.37		101.25			924.62	737.17	56	Presidential from September 4, 1888.
Flora	3	2,442.54	1,200.00	100.00	118.37	1.52		1,419.89	1,022.65	58	
Freeport	2	20,999.20	2,600.00	2,298.78	806.61	1.10	4,043.55	9,750.04	11,249.16	46	
Fulton	3	3,815.19	1,400.00	100.00	146.25	1.36		1,647.61	2,167.58	43	
Galena	3	7,317.36	1,900.00	399.99		7.36		2,307.35	5,010.01	30	In Government building.
Galesburgh	2	28,920.73	2,700.00	4,099.99	1,025.00	77.56	6,124.43	14,026.98	14,893.75	49	
Galva	3	4,131.32	1,500.00	300.00	172.50	1.84		1,974.34	2,156.98	48	
Geneseo	3	6,380.38	1,800.00	300.00		2.80		2,102.80	4,277.58	33	
Geneva	3	2,984.60	1,300.00		106.50	2.16		1,408.66	1,575.94	47	
Gibson City	3	3,042.51	1,300.00	250.00	138.75	1.04		1,689.79	1,352.72	56	
Girard	3	2,186.78	1,100.00	100.00	103.01	.56		1,303.57	883.21	60	
Grand Crossing	3	3,914.81	1,600.00		123.00	2.88		1,725.88	2,188.93	44	
Grayville	3	2,124.63	1,000.00	47.25		1.12		1,048.37	1,076.26	49	
Greenville	3	3,415.24	1,400.00	50.00	150.00	1.52		1,601.52	1,813.72	47	
Griggsville	3	1,227.39	615.76		72.12	.08		687.96	539.43	56	Presidential from December 10, 1888.
Harvard	3	3,097.34	1,300.00	89.95	112.50	1.52		1,503.97	1,593.37	49	
Havana	3	3,551.57	1,400.00	250.00	105.00	4.96		1,759.96	1,791.61	50	
Henry	3	3,230.59	1,400.00		165.00	1.44		1,566.44	1,664.15	48	
Highland	3	3,171.46	1,100.00		97.50	.64		1,198.14	1,973.32	38	
Hillsborough	3	2,956.49	1,400.00		163.90	1.76		1,565.66	1,390.83	53	
Hoopeston	3	3,028.03	1,300.00	100.00	87.00	1.92		1,488.92	1,539.11	49	
Hyde Park	3	6,897.32	1,800.00		153.00	15.92		1,968.92	4,928.40	28	
Jacksonville	2	17,588.58	2,500.00	2,500.00	738.02	27.11	4,060.54	9,820.67	7,767.91	56	
Jerseyville	3	4,859.14	1,700.00	600.00	251.25	4.56		2,555.81	2,303.33	53	
Joliet	2	24,844.12	2,600.00	3,072.00	850.00	36.52	8,283.49	14,842.01	10,002.11	60	
Kankakee	2	10,338.91	2,200.00	1,378.00	270.00	32.60		3,880.60	6,458.31	38	
Kensington	3	1,811.76	616.85		79.47	.32		696.64	1,115.12	38	Presidential from November 19, 1888.
Kewanee	3	6,307.46	1,800.00			2.88		1,802.88	4,504.58	29	
Knoxville	3	2,678.44	1,300.00		105.00	1.04		1,406.04	1,272.40	52	
Lacon	3	2,525.99	1,300.00		127.40	1.20		1,428.60	1,097.39	57	
Lake Forest	3	4,331.50	1,400.00		102.00	1.92		1,503.92	2,827.58	37	
Lanark	3	3,678.01	1,500.00	100.00	150.00	.40		1,750.40	1,927.61	47	

Bangor	1	56,477.08	3,100.00	7,216.43	.....	188.98	6,618.68	17,124.09	39,352.99	30	In Government building.
Bar Harbor	3	6,791.30	1,304.95	500.00	230.84	14.40	.....	2,050.19	4,741.11	30	
Bath	2	10,170.45	2,200.00	1,450.00	.....	31.52	3,204.13	6,885.65	3,284.80	68	Do.
Belfast	3	7,364.93	1,800.00	600.00	.....	9.20	.....	2,409.20	4,955.73	33	Do.
Biddeford	2	10,285.73	2,200.00	1,400.00	845.00	14.32	.....	4,459.32	5,826.41	43	
Bridgton	3	2,415.59	1,100.00	.....	82.50	2.64	.....	1,185.14	1,230.45	49	
Brunswick	3	6,817.61	1,800.00	400.00	.....	20.64	.....	2,220.64	4,596.97	33	
Bucksport	3	2,610.97	1,200.00	300.00	123.75	3.39	.....	1,627.14	983.83	62	
Calais	2	5,424.55	1,700.00	700.00	250.50	4.00	.....	2,654.50	2,770.05	49	
Camden	3	2,969.80	1,300.00	199.59	144.00	3.85	.....	1,647.44	1,322.36	55	
Dexter	3	3,492.10	1,400.00	400.00	165.00	3.28	.....	1,968.28	1,523.82	56	
Eastport	3	3,736.44	1,500.00	400.00	.....	3.36	.....	1,903.36	1,833.08	51	
Ellsworth	3	4,734.22	1,600.00	700.00	.....	7.04	.....	2,307.04	2,427.18	49	Do.
Fairfield	3	3,019.87	1,300.00	.....	144.00	3.52	.....	1,447.52	1,572.35	48	
Farmington	3	3,560.10	1,400.00	400.00	138.75	6.80	.....	1,945.55	1,620.55	55	
Foxcroft	3	2,103.99	1,000.00	.....	101.25	2.48	.....	1,103.73	1,000.26	52	
Gardiner	2	8,072.47	2,000.00	600.00	270.00	19.52	.....	2,889.52	5,182.95	36	
Hallowell	3	4,013.53	1,500.00	.....	172.50	8.48	.....	1,680.98	2,332.55	42	
Houlton	3	4,849.23	1,600.00	300.00	191.25	4.24	.....	2,095.49	2,553.74	45	
Kennebunk	3	2,579.60	1,100.00	.....	111.00	4.32	.....	1,215.32	1,364.28	47	
Lewiston	2	20,289.21	2,500.00	2,342.39	1,408.40	29.44	6,281.32	12,561.55	7,727.66	62	
Machias	3	2,172.61	1,000.00	200.00	.....	2.00	.....	1,202.00	970.61	55	Do.
Mechanic s Falls	3	2,918.64	1,300.00	162.00	106.50	3.44	.....	1,571.94	1,346.70	54	
Norway	3	3,330.39	1,400.00	200.00	93.75	4.16	.....	1,697.91	1,632.48	51	
Oakland	3	2,596.15	1,200.00	.....	75.00	2.40	.....	1,277.40	1,318.75	49	
Old Town	3	2,532.09	1,000.00	.....	101.25	4.64	.....	1,105.89	1,426.20	44	
Pittsfield	3	2,672.61	1,200.00	.....	127.50	3.76	.....	1,331.26	1,341.35	50	
Portland	1	105,919.33	3,800.00	20,815.50	.....	508.03	16,572.55	41,196.08	64,723.25	39	Do.
Presque Isle	3	546.80	275.00	37.50	.....	.08	.....	312.58	234.22	57	Presidential from April 1, 1889.
Princeton	3	438.33	500.00	.....	67.16	.08	.....	567.24	.....	130	Presidential from January 1, 1889. Deficiency, $128.91.
Richmond	3	3,521.02	1,500.00	.....	82.57	3.92	.....	1,586.49	1,934.53	45	
Rockland	2	11,008.20	2,200.00	1,250.00	.....	18.78	1,480.55	4,949.33	6,058.87	45	In Government building.
Saccarappa	3	3,032.96	1,400.00	.....	163.50	2.56	.....	1,566.06	1,466.90	51	
Saco	3	5,741.48	1,700.00	300.00	171.00	15.20	.....	2,186.20	3,555.28	48	
Skowhegan	3	6,233.26	1,800.00	243.00	270.00	10.00	.....	2,323.00	3,910.26	37	
South Berwick	3	2,485.77	1,100.00	.....	108.00	.....	.....	1,208.00	1,277.77	49	
South Paris	3	1,105.32	559.78	.....	71.24	1.60	.....	632.62	472.70	57	Presidential from December 10, 1888.
Thomaston	3	2,601.60	1,200.00	100.00	126.08	5.92	.....	1,432.00	1,169.60	55	
Waldoborough	3	2,265.87	1,100.00	150.00	.....	3.68	.....	1,253.68	1,012.19	55	In Government building.
Waterville	2	9,056.13	2,100.00	1,000.00	600.00	18.99	.....	3,718.99	5,337.14	41	
Winthrop	3	2,631.01	1,300.00	.....	106.50	2.32	.....	1,408.82	1,222.19	54	
Total	.....	399,110.20	67,139.73	55,729.43	10,008.12	1,025.32	42,881.40	176,784.00	222,455.11	44	
MARYLAND.											
Annapolis	2	8,293.46	2,300.00	1,850.00	500.00	.43	2,634.03	7,284.46	1,009.00	88	
Baltimore	1	592,917.57	5,000.00	114,586.55	3,650.00	4,517.43	191,994.06	319,748.04	273,169.53	54	In Government building.
Bel Air	3	3,270.71	1,300.00	100.00	105.00	4.64	.....	1,509.64	1,761.07	46	
Cambridge	3	3,909.32	1,400.00	200.00	127.50	1.92	.....	1,729.42	2,179.90	44	
Centreville	3	3,039.61	1,400.00	200.00	85.41	1.84	.....	1,687.25	1,352.36	56	

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June* 30, 1889—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
ILLINOIS—continued.											
Polo	3	$3,791.78	$1,500.00	$200.00	$172.50	$0.64	.....	$1,873.14	$1,918.64	49	
Pontiac	3	5,379.17	1,700.00	100.00	161.25	5.12	.....	1,966.37	3,412.80	37	
Princeton	3	7,879.66	1,900.00	325.00	232.50	4.24	.....	2,461.74	5,417.92	31	
Pullman	2	10,878.72	2,000.00	575.00	375.00	7.28	.....	2,957.28	7,921.44	27	
Quincy	1	46,618.71	3,000.00	7,488.48	.....	196.82	$12,606.62	23,290.92	23,327.79	50	In Government building.
Ravenswood	3	7,546.55	1,600.00	.....	206.25	3.12	.....	1,809.37	5,737.18	24	
Robinson	3	2,146.32	978.26	195.64	88.26	1.05	.....	1,263.21	883.11	59	Presidential from July 9, 1888.
Rochelle	3	3,795.05	1,500.00	150.00	172.50	1.60	.....	1,824.10	1,970.95	48	
Rock Falls	3	3,458.39	1,600.00	.....	210.00	.80	.....	1,810.80	1,647.59	52	
Rockford	1	44,552.01	3,000.00	5,040.00	1,417.50	126.06	10,237.90	19,821.46	24,730.55	44	
Rock Island	2	23,376.76	2,500.00	3,300.60	1,248.92	87.94	4,953.30	12,090.16	11,286.60	51	
Roodhouse	3	2,917.89	1,300.00	150.00	144.00	1.20	.....	1,595.20	1,322.69	54	
Rushville	3	3,533.34	1,500.00	400.00	172.50	2.32	.....	2,074.82	1,458.52	59	
St. Charles	3	1,890.18	1,000.00	.....	101.25	48	.....	1,101.73	788.45	58	
Salem	3	2,383.40	1,100.00	250.00	111.00	2.05	.....	1,463.05	920.35	61	
Sandwich	3	5,415.52	1,700.00	.....	72.70	1.52	.....	1,774.22	3,641.30	33	
Savanna	3	3,236.94	1,400.00	300.00	126.22	1.04	.....	1,827.26	1,409.68	56	
Shawneetown	3	2,256.07	1,000.00	400.00	96.25	3.04	.....	1,499.29	756.78	66	
Shelbyville	3	5,205.10	1,700.00	.....	251.25	4.24	.....	1,955.49	3,249.61	38	
South Chicago	2	11,502.23	2,200.00	650.00	75.00	15.16	.....	2,940.16	8,562.07	26	
South Evanston	3	4,271.54	1,600.00	.....	210.00	2.00	.....	1,812.00	2,459.54	42	
Sparta	3	3,067.53	1,500.00	.....	.....	.....	.....	1,500.00	1,567.53	49	
Springfield	2	37,741.50	2,900.00	6,490.00	.....	182.71	9,927.14	19,499.85	18,241.65	52	In Government building.
Spring Valley	3	3,319.37	1,221.43	.....	126.00	1.28	.....	1,348.71	1,970.66	41	
Sterling	2	10,291.85	2,400.00	1,375.00	736.73	.80	3,048.98	7,561.51	2,730.34	73	
Streator	2	11,912.22	2,300.00	1,425.00	1,030.00	3.62	4,324.62	9,083.24	2,828.98	76	
Sullivan	3	2,288.80	1,100.00	150.00	111.00	2.08	.....	1,363.08	925.72	60	
Sycamore	3	5,116.59	1,700.00	180.00	152.25	3.84	.....	2,036.09	3,080.50	40	
Taylorville	3	4,339.16	1,600.00	150.00	198.75	1.60	.....	1,950.35	2,388.81	45	
Tonlon	3	2,014.01	1,000.00	150.00	91.74	.....	.....	1,241.74	772.30	62	
Tuscola	3	4,780.61	1,500.00	260.00	186.50	2.08	.....	1,838.58	1,951.03	49	
Urbana	3	4,0 0.88	1,500.00	425.00	127.50	3.28	.....	2,055.78	1,965.10	51	
Vandalia	3	3,305.34	1,400.00	200.00	156.25	2.48	.....	1,758.73	1,546.61	53	
Virden	3	2,615.21	1,200.00	100.00	121.50	.72	.....	1,422.22	1,192.99	54	
Virginia	3	2,407.56	1,100.00	122.00	111.00	.72	.....	1,333.72	1,073.84	55	
Warren	3	2,554.28	1,300.00	150.00	135.70	1.04	.....	1,586.74	977.54	62	
Warsaw	3	2,901.34	1,200.00	200.00	133.14	1.68	.....	1,634.82	1,266.52	56	
Washington	3	3,007.70	1,400.00	.....	123.75	1.04	.....	1,524.79	1,482.91	51	
Watseka	3	3,787.26	1,400.00	.....	154.87	1.28	.....	1,556.15	2,231.11	41	
Waukegan	2	6,353.84	1,592.31	50.00	232.50	4.64	.....	1,879.45	4,474.39	30	
Waverly	3	1,976.99	1,000.00	.....	101.25	.56	.....	1,101.81	875.18	56	

Canton	3	3,823.36	1,400.00	90.00	127.50	5.20		1,622.70	2,200.66	42	
Chicopee	3	6,798.51	1,800.00	200.00	270.00	16.40		2,286.40	4,512.11	34	
Chicopee Falls	3	4,030.44	1,500.00		169.05	6.24		1,676.19	2,354.25	42	
Clinton	2	10,253.52	2,100.00	772.00	270.00	27.74		3,169.74	7,083.78	31	
Concord	3	5,489.33	1,600.00		224.27	14.70		1,838.97	3,650.36	33	
Cottage City	3	3,517.76	1,500.00	100.00	172.50	10.80		1,783.30	1,734.46	51	
Dalton	3	2,648.25	1,200.00		96.00	2.80		1,292.80	1,355.45	49	
Danvers	3	4,636.75	1,600.00		210.00	8.72		1,818.72	2,818.03	39	
Dedham	3	4,978.24	1,600.00	200.00	180.00	36.32		2,016.32	2,961.92	41	
Easthampton	3	5,755.47	1,700.00	200.00	251.25	8.72		2,159.97	3,595.50	38	
East Pepperell	3	1,301.22	614.18		65.43	.80		680.36	620.86	52	Presidential from November 20, 1888.
East Weymouth	3	4,065.11	1,500.00		144.44	8.56		1,653.00	2,412.11	41	
Everett	3	5,122.60	1,600.00		149.00	33.52		1,782.52	3,340.08	35	
Fairhaven	3	2,405.26	1,100.00		94.50	5.84		1,200.34	1,204.92	50	
Fall River	2	37,989.49	2,900.00	4,800.00		190.96	12,788.47	20,679.43	17,310.06	54	In Government building.
Fitchburg	2	27,710.65	2,700.00	3,044.49	1,700.00	12.76	6,149.19	13,606.44	14,103.61	49	
Florence	3	3,392.38	1,400.00		155.86	12.80		1,568.66	1,823.72	46	
Foxborough	3	3,395.27	1,400.00		85.00	3.28		1,488.28	1,906.99	44	
Framingham	3	2,554.62	1,200.00		104.52	5.92		1,310.44	1,244.18	51	
Franklin	3	5,460.59	1,700.00		177.12	11.04		1,888.16	3,572.43	35	
Gardner	3	5,381.20	1,600.00		152.25	6.72		1,758.97	3,622.23	33	
Georgetown	3	2,189.80	1,000.00	100.00	92.55	1.84		1,194.39	995.41	55	
Gloucester	2	20,583.72	2,600.00	2,380.00		6.92	6,670.82	11,657.74	8,925.98	57	In Government building.
Grafton	3	186.92	120.88			.40		121.28	65.64	65	Presidential from May 23, 1889.
Great Barrington	3	5,772.26	1,700.00		239.36	4.16		1,943.52	3,828.74	34	
Greenfield	2	13,538.20	2,400.00	1,684.00	710.00	32.31		4,826.31	8,711.89	36	
Haverhill	2	30,844.83	2,700.00	4,250.00	1,436.00	171.00	8,844.19	17,401.19	13,433.64	56	
Hingham	3	3,516.15	1,300.00	218.75	137.25	11.60		1,667.60	1,848.55	47	
Holliston	3	2,375.68	1,100.00		111.00	2.40		1,213.40	1,162.48	51	
Holyoke	2	35,708.90	2,800.00	3,100.00	1,421.32	135.67	7,981.64	15,438.63	20,270.27	43	
Hopedale	3	403.90	167.58			.48		168.06	235.84	42	Presidential from May 1, 1889.
Hudson	3	5,208.46	1,600.00		150.00	7.76		1,757.76	3,450.70	34	
Hyannis	3	1,176.43	570.65		65.70	1.84		638.19	538.24	54	Presidential from December 6, 1888.
Hyde Park	2	18,938.87	2,400.00	590.00	800.00	52.80	1,764.81	5,607.61	13,331.26	30	
Ipswich	3	3,827.24	1,500.00		131.25	13.52		1,644.77	2,182.47	43	
Lawrence	2	32,877.19	2,800.00	4,396.00	1,775.00	249.02	13,590.22	22,810.24	11,066.95	67	
Lee	3	4,565.53	1,600.00		191.25	4.08		1,795.33	2,770.20	39	
Lenox	3	3,882.37	1,500.00		140.00	17.12		1,657.12	2,225.25	43	
Leominster	3	8,732.49	1,900.00	100.00	270.00	17.05		2,287.05	6,445.44	26	
Lexington	3	2,330.35	1,100.00		110.59	11.36		1,221.95	1,108.40	52	
Lowell	1	90,202.49	3,300.00	8,143.71	3,400.00	447.01	20,047.96	35,338.68	54,863.81	39	
Lynn	1	60,574.01	3,100.00	6,699.96	2,015.00	406.08	17,486.72	29,707.76	30,866.25	49	
Malden	2	16,088.49	2,400.00	1,412.00	890.00	130.80	6,448.10	11,280.90	4,807.59	70	
Manchester	3	2,370.85	1,100.00	60.00	107.56	10.00		1,277.56	1,093.29	54	
Mansfield	3	3,269.81	1,300.00		141.00	6.48		1,447.48	1,822.33	44	
Marblehead	3	6,400.32	1,800.00	200.00	142.50	25.12		2,167.62	4,232.70	34	
Marlborough	2	11,246.96	2,300.00	1,080.00	317.00	533.96	4,037.78	8,268.76	2,978.20	74	
Maynard	3	2,178.99	1,100.00		111.00	3.28		1,214.28	964.71	56	
Medfield	3	618.60	250.00			1.28		251.28	367.32	41	Presidential from April 1, 1889.
Medford	3	13,171.27	1,800.00		155.85	54.88		2,010.73	11,160.54	15	
Melrose	2	20,520.56	2,500.00	900.00	350.00	38.60		3,788.60	16,731.96	18	
Merrimac	3	3,226.41	1,400.00		158.38	2.64		1,561.02	1,664.39	48	

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June* 30, 1889—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
INDIANA—continued.											
Huntington	3	$7,857.57	$1,900.00	$600.00	$270.00	$6.72		$2,776.72	$5,080.85	35	
Indianapolis	1	200,560.45	3,500.00	39,188.82	675.00	6,928.40	$42,698.51	92,990.73	107,569.72	46	In Government building, $4,485.21 mail bags.
Jeffersonville	3	6,449.46	1,800.00	400.00	270.00	18.80		2,488.80	3,960.66	39	
Kendallville	3	5,165.23	1,600.00	200.00	149.25	4.64		1,953.89	3,211.34	38	
Kentland	3	167.47	93.41			.32		93.73	73.74	56	Presidential from May 28, 1889.
Knightstown	3	2,953.42	1,360.00		108.75	4.56		1,413.31	1,540.11	48	
Kokomo	3	8,896.19	1,900.00	400.00	255.00	15.12		2,570.12	6,326.07	29	
La Fayette	2	28,510.07	2,700.00	3,916.85	1,350.00	128.56	8,994.93	17,090.34	11,419.73	60	
Lagrange	3	3,337.94	1,400.00		93.75	2.56		1,496.31	1,841.63	45	
La Porte	2	9,802.17	2,200.00	1,000.00	800.00	12.70		4,012.70	5,789.47	41	
Lawrenceburgh	3	4,058.62	1,500.00	300.00	115.70	6.80		1,922.50	2,136.12	47	
Lebanon	3	3,858.40	1,500.00	100.00	127.50	7.20		1,734.70	2,123.70	45	
Liberty	3	2,760.98	1,200.00	150.00	120.83	2.08		1,472.91	1,288.07	53	
Ligonier	3	3,651.55	1,500.00	100.00	150.00	4.40		1,754.40	1,897.15	48	
Logansport	2	14,351.00	2,400.00	399.16	1,200.00	66.56	5,499.75	11,565.47	2,785.53	80	
Madison	2	10,324.14	2,100.00	1,199.99	530.00	17.22		3,847.21	6,476.93	37	
Marion	3	10,060.18	1,900.00	700.00		15.84		2,615.84	7,444.34	26	
Martinsville	3	2,532.81	1,200.00	200.00	123.75	4.10		1,527.85	1,004.96	60	
Michigan City	2	8,697.15	2,000.00	800.00	375.00	11.78		3,186.78	5,510.37	37	
Mishawaka	3	7,437.53	1,800.00		225.00	2.56		2,027.56	5,409.97	27	
Mitchell	3	2,426.08	1,100.00	200.00	103.50	2.08		1,405.58	1,020.50	58	
Monticello	3	2,988.02	1,400.00	99.99	127.50	3.12		1,630.61	1,357.41	55	
Mount Vernon	3	4,435.19	1,600.00	100.00	138.75	7.36		1,846.11	2,589.08	42	
Muncie	2	11,948.15	2,200.00	950.00	300.00	8.60	1,232.64	4,686.24	7,261.91	39	
New Albany	2	12,799.84	2,300.00	1,890.00	450.00	78.42	6,435.39	11,162.81	1,637.03	87	In Government building.
New Castle	3	4,964.28	1,600.00	250.00	197.25	5.84		2,053.09	2,911.19	41	
Noblesville	3	3,306.62	1,500.00		153.75	4.48		1,658.23	1,648.39	50	
North Manchester	3	3,183.05	1,400.00	100.00	145.13	2.56		1,647.69	1,535.36	52	
North Vernon	3	2,669.49	1,300.00	243.00	111.90	3.28		1,658.18	1,011.31	62	
Notre Dame	3	4,629.88	1,600.00		56.25	1.68		1,657.93	2,971.95	36	
Peru	2	8,647.53	2,000.00	800.00	641.18	390.00		3,831.18	4,816.35	44	
Plymouth	3	4,845.96	1,600.00		158.93	4.72		1,763.65	3,082.31	36	
Portland	3	4,613.94	1,600.00	300.00	204.00	4.72		2,108.72	2,505.22	46	
Princeton	3	3,878.30	1,400.00	200.00	153.05	4.16		1,757.21	2,121.09	45	
Rensselaer	3	2,536.33	1,200.00		82.38	1.28		1,283.66	1,252.67	51	
Richmond	2	26,823.44	2,700.00	3,600.00	1,386.64	104.80	7,978.32	15,769.76	11,053.68	59	
Rochester	3	4,030.80	1,500.00	150.00	127.50	2.80		1,780.30	2,259.50	44	
Rockport	3	2,602.97	1,200.00	75.00	97.20	2.56		1,374.76	1,318.21	51	
Rockville	3	2,646.84	1,300.00	161.50	121.50	3.44		1,586.44	1,060.40	60	
Rushville	3	6,243.58	1,700.00	199.90	251.25	10.10		2,161.40	4,082.18	35	

Stockbridge	3	3,058.84	1,400.00	.....	159.00	4.96	.....	1,563.96	1,494.88	51	
Stoneham	3	5,951.17	1,700.00	.....	153.00	20.80	.....	1,878.80	4,077.37	31	
Stoughton	3	3,605.93	1,400.00	.....	165.00	8.32	.....	1,573.32	2,032.61	44	
Taunton	2	25,248.46	2,600.00	3,100.00	1,530.00	171.76	8,036.66	15,438.42	9,810.04	61	
Turner's Falls	3	4,347.53	1,600.00	.....	202.08	6.72	.....	1,808.80	2,538.73	42	
Uxbridge	3	2,188.45	1,100.00	.....	111.00	3.60	.....	1,214.60	973.85	56	
Wakefield	3	7,326.22	1,800.00	250.00	273.00	25.84	.....	2,348.84	4,977.38	32	
Walpole	3	3,321.61	1,400.00	.....	112.50	5.28	.....	1,517.78	1,803.83	46	
Waltham	2	17,713.90	2,500.00	1,400.00	1,382.01	107.30	5,510.05	10,899.36	6,814.54	62	
Ware	3	6,211.76	1,800.00	.....	232.50	11.12	.....	2,043.62	4,168.14	33	
Warren	3	3,718.88	1,500.00	.....	165.00	4.88	.....	1,669.88	2,049.00	45	
Watertown	3	5,104.09	1,700.00	.....	251.25	21.84	.....	1,973.09	3,131.00	39	
Webster	3	6,274.31	1,700.00	300.00	251.20	11.76	.....	2,262.96	4,011.35	36	
Wellesley	3	4,996.59	1,500.00	200.00	178.59	28.64	.....	1,907.23	3,089.36	38	
Westborough	3	7,551.24	1,800.00	.....	270.00	14.74	.....	2,084.74	5,466.50	28	
Westfield	2	21,493.25	2,500.00	1,500.00	880.00	42.00	.....	4,922.00	16,571.25	23	
West Gardner	3	3,735.21	1,400.00	.....	165.00	6.48	.....	1,571.48	2,163.73	42	
West Medford	3	1,241.58	550.00	.....	62.00	6.96	.....	618.96	622.62	49	Presidential from January 1, 1889.
West Newton	3	5,600.04	1,700.00	.....	251.25	36.64	.....	1,987.89	3,612.15	35	
West Quincy	3	1,146.52	546.20	.....	73.74	3.12	.....	623.06	523.46	54	Presidential from December 15, 1888.
Weymouth	3	3,146.42	1,300.00	.....	118.22	10.72	.....	1,428.94	1,717.48	45	
Whitinsville	3	2,945.23	1,200.00	.....	112.50	5.68	.....	1,318.18	1,627.05	45	
Whitman	3	3,750.05	1,400.00	.....	149.25	3.76	.....	1,553.01	2,206.04	41	
Williamstown	3	4,504.87	1,500.00	.....	93.40	10.08	.....	1,603.48	2,901.39	36	
Winchendon	3	5,629.78	1,700.00	250.00	153.00	5.92	.....	2,108.92	3,520.86	36	
Winchester	3	13,252.17	1,630.00	.....	232.50	30.80	.....	1,893.30	11,358.87	14	Special agent in charge February 26 to March 31, 1889.
Woburn	2	11,092.40	2,200.00	587.50	650.00	55.82	2,281.29	5,774.61	5,317.79	52	
Worcester	1	119,106.53	3,300.00	15,042.75	3,860.00	1,039.96	21,833.25	45,075.96	74,024.57	38	
Total		3,312,911.55	241,248.90	445,399.91	69,678.65	24,497.73	594,477.71	1,375,302.90	1,937,608.65	42	
MICHIGAN.											
Adrian	2	14,271.20	2,400.00	3,058.67	640.00	145.76	4,831.47	11,075.90	3,195.30	77	
Albion	2	10,694.58	2,000.00	799.69	378.15	6.64	.....	3,184.48	7,510.10	30	
Allegan	3	5,536.97	1,700.00	200.00	251.25	4.08	.....	2,155.33	3,381.64	39	
Alma	3	3,046.30	1,400.00	.....	142.10	2.56	.....	1,544.66	1,501.73	51	
Alpena	2	8,683.52	2,000.00	1,000.00	490.25	461.32	.....	3,951.57	4,731.95	46	
Ann Arbor	2	22,503.14	2,600.00	3,670.42	1,550.00	85.83	5,330.37	13,236.62	9,266.52	59	
Au Sable	3	116.20	38.48	.....	.....	.16	.....	38.62	77.58	33	Presidential from June 17, 1889.
Bangor	3	979.00	546.20	.....	73.74	.24	.....	620.18	358.82	63	Presidential from December 15, 1888.
Battle Creek	2	28,063.56	2,600.00	3,000.00	1,330.00	1.51	6,624.38	13,555.92	14,507.64	48	
Bay City	2	24,005.16	2,600.00	3,300.00	750.00	80.37	8,744.70	15,475.07	8,530.09	60	Delinquent first quarter, 1889.
Benton Harbor	3	6,031.88	1,700.00	200.00	232.60	4.40	.....	2,137.00	3,894.88	35	
Berrien Springs	3	1,967.99	1,500.00	.....	127.50	.64	.....	1,628.14	339.85	83	
Bessemer	3	3,714.26	1,600.00	.....	210.00	.48	.....	1,810.48	1,903.78	49	
Big Rapids	2	9,560.23	2,100.00	1,000.00	632.74	383.03	.....	4,115.77	5,444.46	40	
Buchanan	3	3,508.16	1,500.00	.....	172.50	3.20	.....	1,675.70	1,832.46	48	
Cadillac	3	6,776.79	1,800.00	400.00	270.00	3.60	.....	2,473.60	4,303.19	37	
Calumet	3	4,576.09	1,500.00	.....	127.50	1.44	.....	1,628.94	2,947.15	36	
Caro	3	3,580.19	1,400.00	.....	165.00	2.72	.....	1,567.72	2,012.47	44	

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June* 30, 1889—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
IOWA—continued.											
Colfax	3	$2,613.31	$1,200.00	.....	$127.47	$0.96	.....	$1,328.43	$1,284.88	51	
Correctionville	3	1,302.63	678.53	.....	99.15	.64	.....	778.32	524.31	60	Presidential from November 19, 1888.
Corning	3	5,184.07	1,800.00	$100.00	142.50	2.24	.....	2,341.74	2,839.33	45	
Council Bluffs	1	48,147.60	3,000.00	7,264.80	35.32	143.32	$0,713.83	20,157.28	27,990.32	42	In Government building.
Cresco	3	3,841.41	1,500.00	300.00	165.73	.32	.....	1,966.05	1,875.36	51	
Creston	2	10,969.51	1,100.00	1,300.00	743.41	26.66	.....	4,170.07	6,799.44	38	
Davenport	2	46,907.42	2,900.00	5,684.58	2,100.00	182.49	8,843.98	19,711.05	27,196.37	42	
Decorah	2	9,809.69	2,100.00	875.00	270.00	5.91	.....	3,250.91	6,558.78	33	
Denison	3	4,289.59	1,000.00	300.00	210.00	3.44	.....	2,113.44	2,176.15	49	
Des Moines	1	111,052.98	3,300.00	15,148.12	1,973.83	281.66	22,435.26	43,138.87	67,914.11	39	Do.
De Witt	3	2,574.03	1,200.00	.....	105.00	1.04	.....	1,306.04	1,267.99	50	
Dubuque	1	48,175.81	3,100.00	7,975.00	.....	140.05	11,047.62	22,262.67	25,913.14	46	Do.
Dunlap	3	2,620.07	1,300.00	.....	144.00	1.12	.....	1,445.12	1,174.95	55	
Eagle Grove	3	2,633.16	1,200.00	100.00	125.90	1.20	.....	1,427.10	1,206.06	54	
Eldora	3	3,553.73	1,400.00	125.00	165.00	1.52	.....	1,691.52	1,862.21	48	
Emmetsburgh	3	5,118.35	1,700.00	200.00	251.25	5.36	.....	2,156.61	2,961.74	42	
Estherville	3	1,122.99	567.93	.....	76.41	.....	.....	644.34	478.65	58	Presidential from December 26, 1888.
Fairfield	3	6,503.07	1,800.00	600.00	255.00	4.64	.....	2,659.64	3,843.43	40	
Forest City	3	1,682.16	788.04	79.16	101.25	.40	.....	968.85	713.31	57	Presidential from September 17, 1888.
Fort Dodge	2	8,537.96	2,000.00	1,000.00	350.00	5.84	.....	3,355.84	5,182.12	39	
Fort Madison	2	10,218.77	2,000.00	825.00	224.86	14.75	.....	3,064.61	7,154.16	30	
Glenwood	3	3,285.17	1,400.00	.....	27.35	1.12	.....	1,428.47	1,856.70	43	
Greenfield	3	2,285.00	1,100.00	.....	99.00	1.20	.....	1,200.20	1,084.80	53	
Grinnell	3	8,287.82	1,900.00	500.00	210.00	3.60	.....	2,613.60	5,674.22	32	
Griswold	3	316.40	189.56	.....	.....	.....	.....	189.56	126.84	60	Presidential from April 23, 1889.
Grundy Centre	3	2,744.18	1,400.00	180.00	165.00	.40	.....	1,745.40	998.78	64	
Guthrie Centre	3	2,679.91	1,100.00	300.00	111.00	.64	.....	1,511.64	1,168.27	56	
Hamburgh	3	2,926.88	1,800.00	300.00	131.00	1.12	.....	1,732.12	1,194.71	59	
Hampton	3	3,626.07	1,400.00	200.00	165.00	.08	.....	1,765.08	1,860.99	49	
Harlan	3	4,039.91	1,500.00	200.00	172.50	1.04	.....	1,873.54	2,166.37	46	
Humboldt	3	2,744.65	1,200.00	.....	127.50	1.68	.....	1,329.18	1,415.47	48	
Ida Grove	3	3,603.71	1,500.00	.....	172.50	1.44	.....	1,673.94	1,929.77	46	
Independence	3	7,140.77	1,900.00	300.00	195.00	3.76	.....	2,398.76	4,742.01	34	
Indianola	3	3,968.62	1,500.00	100.00	172.50	1.28	.....	1,773.78	2,194.84	45	
Iowa City	2	13,220.35	2,000.00	1,785.00	1,450.67	142.80	3,004.60	8,783.07	4,437.28	66	
Iowa Falls	3	4,069.36	1,500.00	200.00	172.50	2.40	.....	1,874.90	2,194.46	46	
Jefferson	3	3,490.25	1,400.00	150.00	164.97	2.24	.....	1,717.21	1,773.04	49	
Keokuk	2	26,708.94	2,700.00	3,550.00	1,210.00	98.68	6,950.46	14,509.14	12,199.80	54	
Kingsley	3	2,253.03	1,200.00	100.00	122.27	.....	.....	1,422.27	830.76	63	
Knoxville	3	3,993.91	1,499.99	700.00	172.50	2.80	.....	2,375.29	1,618.62	59	
Lansing	3	2,783.65	1,200.00	180.00	127.50	1.76	.....	1,509.26	1,274.39	54	

Ironwood	3	735.18	251.37					251.37	483.81	34	Presidential from May 1, 1889.
Ishpeming	2	10,901.55	2,300.00	1,012.50	382.50	4.48		3,699.48	7,202.07	34	
Ithaca	3	3,187.58	1,400.00		110.25	2.56		1,512.81	1,674.77	47	
Jackson	2	34,234.79	2,800.00	3,899.73	1,662.13	80.12	8,182.12	16,624.10	17,610.69	49	
Jonesville	3	2,825.21	1,400.00		152.74	1.28		1,554.02	1,271.19	55	
Kalamazoo	1	46,077.80	3,000.00	4,800.00	1,101.23	67.13	7,448.12	16,416.48	29,661.32	36	
Kalkaska	3	1,899.43	885.87	88.59	101.25	.72		1,076.43	823.00	57	Presidential from August 12, 1888.
Lake Linden	3	2,948.70	1,400.00		165.00	.72		1,565.72	1,382.98	53	
Lansing	2	34,060.00	2,700.00	3,186.58	1,775.00	48.64	6,867.84	14,578.06	19,481.94	43	
Lapeer	3	4,972.78	1,600.00		191.25	3.84		1,795.09	3,177.69	36	
Leslie	3	1,977.66	1,000.00		55.90	.96		1,056.86	920.80	53	
Lowell	3	3,255.73	1,400.00		165.00	1.84		1,566.84	1,688.89	48	
Ludington	3	6,732.98	1,800.00	400.00	246.00	2.32		2,448.32	4,284.66	36	
Mancelona	3	1,949.29	915.76	16.58	101.25	.32		1,033.91	915.38	53	Presidential from August 1, 1888.
Manistee	2	10,430.11	2,200.00	1,495.00	799.35	3.55	3,528.19	8,026.09	2,404.02	77	
Manistique	3	3,066.79	1,200.00		95.00	.32		1,295.32	1,771.47	42	
Marine City	3	2,640.78	1,200.00	87.50	127.50	.32		1,415.32	1,225.46	54	
Marquette	2	12,256.66	2,300.00	1,250.00	575.00		2,963.28	7,108.28	5,148.38	58	In Government building.
Marshall	2	8,144.23	2,000.00	1,020.00	439.00	2.80		3,461.80	4,682.43	43	
Mason	3	3,500.49	1,500.00		150.13	2.24		1,652.37	1,848.12	47	
Mendon	3	2,300.14	1,100.00		111.00	.40		1,211.40	1,088.74	53	
Menominee	2	11,218.32	2,200.00	600.00	326.25	8.24		3,134.49	8,083.83	28	
Midland	3	3,256.24	1,400.00		165.00	3.60		1,568.60	1,687.64	48	
Milford	3	1,761.63	937.50		79.20	.96		1,017.66	743.97	56	Presidential from July 24, 1888.
Monroe	3	6,315.35	1,800.00	400.00	157.50	8.24		2,365.74	3,947.61	37	
Mount Clemens	3	4,962.20	1,600.00		210.00	14.08		1,824.08	3,138.12	37	
Mount Pleasant	3	4,286.60	1,500.00	100.00	142.00	2.80		1,745.30	2,541.30	41	
Muskegon	2	20,562.67	2,000.00	2,695.39	686.47	7.40	6,614.85	12,004.11	7,958.56	61	
Nashville	3	110.48	74.18					74.18	36.30	67	Presidential from June 4, 1889.
Negaunee	3	5,388.86	1,800.00	200.00	270.00	.32		2,270.32	3,118.54	42	
Newygo	3	285.56	156.59	15.41				172.00	113.56	60	Presidential from May 5, 1889.
Niles	3	6,685.05	1,800.00	300.00	225.00	6.56		2,331.56	4,353.49	35	
Northville	3	3,037.19	1,300.00		109.38	1.20		1,410.58	1,626.61	46	
Norway	3	2,476.83	1,200.00		85.00	1.52		1,286.52	1,190.31	52	
Oscoda	3	3,425.00	1,400.00		165.00	.56		1,565.56	1,859.44	46	
Otsego	3	2,812.28	1,200.00		105.00	1.36		1,306.36	1,505.92	46	
Ovid	3	3,098.56	1,400.00		125.25	.88		1,526.13	1,572.43	49	
Owosso	2	9,243.42	2,000.00	750.00	375.00	11.04		3,136.04	6,107.38	34	
Paw Paw	3	3,137.83	1,400.00		165.00	1.28		1,566.28	1,571.55	50	
Pent Water	3	2,409.19	1,100.00	121.50	111.00			1,332.50	1,076.69	55	
Petoskey	3	6,364.87	1,900.00	550.00	270.00	5.84		2,725.84	3,639.03	43	
Plainwell	3	2,439.63	1,200.00		84.05	1.12		1,285.17	1,154.46	53	
Plymouth	3	2,022.48	837.91		42.68	1.12		881.71	1,140.77	44	Delinquent from April 1 to May 29, 1889.
Pontiac	2	9,534.04	2,000.00	780.00	502.45			3,282.45	6,251.59	34	
Port Huron	2	16,572.44	2,500.00	2,206.00		31.27	4,266.15	8,997.42	7,575.02	54	In Government building.
Portland	3	3,026.95	1,400.00	200.00	155.25	1.76		1,757.01	1,269.94	58	
Portsmouth	3	2,695.53	1,200.00		127.50	1.28		1,328.78	1,366.75	49	
Quincy	3	3,649.31	1,500.00		135.00	.48		1,635.48	2,013.83	45	
Reading	3	1,799.64	1,100.00		111.00	.16		1,211.16	588.48	61	
Red Jacket	3	4,118.94	1,400.00		165.00	.80		1,565.80	2,553.14	38	
Reed City	3	3,783.70	1,500.00		116.30	1.76		1,618.06	2,165.64	43	

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
IOWA—continued.											
Toledo	3	$4,579.67	$1,600.00		$191.25	$2.32		$1,793.57	$2,786.10	39	
Traer	3	2,791.60	1,300.00		121.50	.48		1,421.98	1,369.62	51	
Villisca	3	3,393.96	1,400.00		165.00	1.92		1,566.92	1,827.04	46	
Vinton	3	6,553.21	1,700.00	$200.00	45.00	5.04		1,950.04	4,603.17	30	
Washington	3	5,767.94	1,700.00	400.00	135.00	4.16		2,239.16	3,528.78	39	
Waterloo	2	13,052.54	2,400.00	2,000.00	405.42	6.46	$3,227.98	8,039.86	5,012.68	62	
Waukon	3	2,705.66	1,200.00	200.00	128.75	.56		1,524.31	1,181.35	56	
Waverly	3	4,989.72	1,600.00	199.99	191.23	2.16		1,993.38	2,996.34	40	
Webster City	3	5,078.27	1,600.00	243.00	153.75	1.36		1,998.11	3,080.16	39	
West Liberty	3	2,886.77	1,300.00	200.00	143.67	.72		1,644.39	1,242.38	57	
West Union	3	3,872.10	1,500.00	300.00	172.50	2.08		1,974.58	1,897.52	51	
What Cheer	3	4,196.46	1,600.00	200.00	190.29	1.20		1,991.49	2,204.97	47	
Wilton Junction	3	2,140.14	1,100.00	200.00	111.00	1.44		1,412.44	727.70	66	
Winterset	3	4,051.76	1,600.00	350.00	210.00	1.92		2,161.92	1,889.84	53	
Total		1,013,465.27	208,853.21	104,047.24	38,574.35	1,638.67	111,503.85	464,617.38	548,847.89	45	
KANSAS.											
Abilene	2	9,870.23	2,300.00	1,350.00	113.90	11.64	2,084.81	5,860.35	4,009.88	59	
Almat	3	1,956.95	1,100.00		111.00	1.28		1,212.28	744.67	62	
Anthony	3	5,121.73	1,700.00		172.50	2.16		1,874.66	3,247.07	37	
Argentine	3	201.44	90.66			.08		90.74	110.70	45	Presidential from June 1, 1889.
Arkansas City	2	11,685.40	2,200.00	850.00	195.42	93.58		3,339.00	8,346.40	29	
Armourdale	3	5,571.86	1,400.00	200.00	164.25	4.40		1,768.65	3,803.21	32	
Ashland	3	2,221.75	1,400.00		165.00	.96		1,565.96	655.79	72	
Atchison	2	33,501.19	2,800.00	4,800.00	1,615.30	69.53	6,972.43	16,257.26	17,243.93	49	
Augusta	3	2,438.70	1,300.00	200.00	144.00	.96		1,644.96	793.74	67	
Baldwin	3	1,187.71	616.85		80.19	.96		698.00	489.71	59	Presidential from November 20, 1888.
Baxter Springs	3	248.60	145.05			.08		145.13	98.47	60	Presidential from May 14, 1889.
Belleville	3	3,675.13	1,500.00	200.00	37.50	1.44		1,738.94	1,936.19	47	
Beloit	3	5,527.45	1,800.00	400.00	223.17	3.44		2,426.61	3,100.84	44	
Bird City	3	1,823.53	1,100.00		111.00	.96		1,211.96	611.57	66	
Burlingame	3	2,910.35	1,300.00	300.00	112.80	1.44		1,714.24	1,196.11	59	
Burlington	3	4,603.72	1,700.00	300.00	243.15	3.52		2,246.67	2,357.05	49	
Caldwell	3	3,305.25	1,500.00	200.00	172.50	.72		1,873.22	1,432.03	57	
Cawker City	3	3,181.39	1,500.00	200.00	168.75	.96		1,869.71	1,311.68	59	
Chanute	3	4,794.75	1,700.00	300.00	236.25	4.24		2,240.49	2,554.26	47	
Cherokee	3	2,353.48	1,100.00	200.00	97.00	.64		1,397.64	955.84	59	
Cherry Vale	3	3,868.65	1,600.00	200.00	49.45	4.00		1,853.45	2,015.20	48	
Chetopa	3	3,805.27	1,500.00	300.00	172.50	1.20		1,973.70	1,831.57	52	

Fairmont	3	2,362.97	1,100.00	200.00	111.00	.48		1,411.48	951.49	60	
Faribault	2	10,044.64	2,200.00	1,200.00	687.50	14.88		4,102.38	5,942.26	41	
Fergus Falls	3	7,318.97	1,900.00	300.00	270.00	7.52		2,477.52	4,841.45	34	
Glencoe	3	3,325.80	1,400.00	180.00	123.75	1.04		1,704.79	1,621.01	51	
Granite Falls	3	2,446.51	1,100.00	108.00	111.00	.96		1,311.96	1,134.55	54	
Hastings	3	4,536.00	1,600.00	200.00	210.00	6.00		2,016.00	2,520.00	44	
Hutchinson	3	1,877.86	885.87		101.25	1.12		988.24	889.62	53	Presidential from August 12, 1888.
Lake City	3	4,516.68	1,600.00		203.95	3.60		1,807.55	2,709.13	40	
Le Sueur	3	2,568.16	1,200.00	150.00	127.50	1.52		1,479.02	1,089.14	58	
Litchfield	3	3,559.18	1,500.00	1,008.00	172.50	3.60		1,784.10	1,775.08	50	
Little Falls	3	3,162.24	1,200.00	200.00	127.50	2.24		1,529.74	1,632.50	48	
Luverne	3	3,198.70	1,200.00		144.00	1.84		1,445.84	1,752.86	45	
Mankato	2	14,140.68	2,400.00	1,500.00	1,191.00	27.52	2,972.61	8,091.13	6,049.55	57	
Marshall	3	2,545.66	1,200.00	150.00	127.50	1.68		1,479.18	1,066.48	58	
Minneapolis	1	296,487.88	3,700.00	34,945.16	7,622.28	1,706.76	60,382.49	108,356.69	188,131.19	37	
Montevideo	3	2,909.30	1,200.00		144.00	1.28		1,445.28	1,464.02	53	
Moorhead	3	4,814.33	1,600.00	200.00	210.00	3.28		2,013.28	2,801.05	42	
Morris	3	2,964.91	1,400.00	100.00	153.25	1.04		1,654.29	1,310.62	56	
New Ulm	3	3,839.71	1,500.00		172.50	3.12		1,675.62	2,164.09	44	
Northfield	3	6,525.27	1,700.00	200.00	189.00	3.60		2,092.60	4,432.67	32	
Owatonna	3	5,878.33	1,700.00	199.92	251.25	3.52		2,154.69	3,723.64	37	
Pipe Stone	3	2,898.03	1,200.00	200.00	127.22	.72		1,527.94	1,370.09	53	
Preston	3	2,080.59	1,000.00	100.00	83.75	.96		1,184.71	895.88	57	
Red Wing	2	9,543.92	2,200.00	1,100.00	1,195.00	6.00	992.40	5,493.40	4,050.52	58	
Redwood Falls	3	2,668.80	1,200.00	150.00	127.50	1.28		1,478.78	1,190.02	55	
Rochester	2	9,974.88	2,200.00	900.00	990.00	6.88		4,096.88	5,888.00	41	
St. Charles	3	2,275.52	1,100.00	90.00	111.00	.96		1,301.96	973.56	57	
St. Cloud	2	11,150.50	2,200.00	1,210.00	650.00	13.60		4,073.60	7,076.90	37	
St. Paul	1	296,290.20	3,700.00	36,131.49	250.00	1,830.14	60,845.46	102,257.09	194,033.20	35	In Government building.
St. Peter	3	4,587.90	1,600.00	300.00	163.25	4.40		2,067.65	2,520.20	45	
Sauk Center	3	3,802.55	1,600.00	250.00	210.00	3.20		2,063.20	1,739.35	54	
Shakopee	3	2,235.62	1,100.00	200.00	111.00	4.24		1,415.24	820.38	63	
Sleepy Eye	3	2,431.49	1,200.00		120.00	.96		1,320.96	1,110.53	54	
Spring Valley	3	2,645.48	1,300.00	100.00	144.00	.72		1,544.72	1,100.76	58	
Stillwater	2	12,723.77	2,500.00	2,200.00	1,234.50	18.67	5,439.79	11,392.96	1,330.81	90	
Tower	3	2,937.89	1,400.00		165.00	.80		1,565.80	1,422.09	53	
Tracy	3	2,448.84	1,200.00	200.00	120.00	1.20		1,521.20	927.64	62	
Wabasha	3	3,094.62	1,400.00	200.00	154.40	3.12		1,757.52	1,337.10	57	
Wadena	3	2,265.29	1,100.00	100.00	98.50	.40		1,298.90	966.39	57	
Warren	3	1,239.47	501.82		78.87	1.12		581.81	657.66	47	Presidential from December 1, 1888.
Waseca	3	3,558.98	1,500.00	150.00	127.50	1.36		1,778.86	1,780.12	50	
Wells	3	1,928.05	1,000.00	200.00	101.25	.08		1,301.33	626.72	67	
Willmar	3	3,472.47	1,400.00	200.00	165.00	2.56		1,767.56	1,704.91	51	
Winnebago City	3	1,391.23	678.53	135.00	91.29	.80		905.62	485.61	65	Presidential from November 19, 1888.
Winona	2	21,988.41	2,600.00	2,899.96	2,191.60	47.52	6,597.58	14,336.66	7,651.75	65	
Worthington	3	3,277.05	1,400.00	75.00	148.25	2.88		1,624.13	1,652.92	50	
Zumbrota	3	1,798.27	1,000.00	150.00	89.25	.32		1,239.57	558.70	69	
Total		892,958.56	91,141.11	94,851.90	24,901.99	3,403.99	148,266.75	362,573.74	530,384.82	40	

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
KANSAS—continued.											
Leavenworth	2	$28,361.34	$2,700.00	$4,280.00	$783.47	$69.56	$7,401.53	$15,234.56	$13,126.78	54	In Government building.
Leoti	3	1,200.11	740.22	75.00	94.86	.....	.....	910.08	290.03	76	Presidential from November 19, 1888
Lincoln	3	2,914.01	1,500.00	250.00	37.50	1.12	.....	1,788.62	1,125.39	61	
Lindsborg	3	2,206.66	1,100.00	.....	107.15	.72	.....	1,207.87	998.79	55	
Lyndon	3	1,184.55	559.78	.....	75.57	.72	.....	636.07	548.48	54	Presidential from December 10, 1888.
Lyons	3	4,037.95	1,700.00	100.00	45.00	1.76	.....	1,846.76	2,191.19	46	
McPherson	2	8,630.14	2,100.00	875.00	264.21	8.30	.....	3,247.51	5,432.63	37	
Manhattan	3	7,284.34	1,900.00	200.00	269.25	6.16	.....	2,375.41	4,908.93	33	
Mankato	3	2,863.70	1,500.00	300.00	150.00	1.92	.....	1,951.92	911.78	68	
Marion	3	4,387.07	1,700.00	.....	251.25	3.04	.....	1,954.29	2,432.78	45	
Marysville	3	3,916.92	1,500.00	200.00	172.50	2.80	.....	1,875.30	2,071.62	48	
Meade Center	3	2,350.13	1,400.00	100.00	165.00	.24	.....	1,665.24	684.89	71	
Medicine Lodge	3	2,976.14	1,500.00	200.00	162.00	.48	.....	1,862.48	1,113.66	63	
Minneapolis	3	5,025.32	1,700.00	200.00	120.00	2.00	.....	2,022.00	3,003.32	40	
Mound City	3	2,037.93	1,100.00	.....	108.50	.96	.....	1,209.46	828.47	59	
Neodesha	3	2,117.39	1,100.00	.....	83.25	1.04	.....	1,184.29	933.10	56	
Ness City	3	2,912.08	1,500.00	100.00	156.25	.80	.....	1,757.05	1,155.03	60	
Newton	2	10,211.99	2,200.00	1,324.00	300.00	19.52	3,228.63	7,072.15	3,139.84	69	
Nickerson	3	2,137.88	1,200.00	.....	72.00	.32	.....	1,272.32	865.56	60	
Norton	3	3,246.66	1,400.00	350.00	123.75	.72	.....	1,874.47	1,372.19	58	
Oberlin	3	3,919.20	1,700.00	500.00	225.00	1.92	.....	2,426.92	1,492.28	62	
Olathe	3	5,942.75	1,700.00	300.00	170.12	6.24	.....	2,176.36	3,766.39	37	
Osage City	3	4,707.47	1,600.00	200.00	195.00	2.48	.....	1,997.48	2,709.99	42	
Osage Mission	3	1,837.70	1,000.00	.....	24.95	.32	.....	1,025.27	812.43	56	
Osborne	3	3,249.15	1,500.00	100.00	145.50	.80	.....	1,746.30	1,502.85	54	
Oswego	3	5,561.93	1,700.00	200.00	129.00	3.92	.....	2,032.92	3,529.01	37	
Ottawa	2	11,355.83	2,300.00	1,200.00	381.00	15.85	2,896.36	6,793.21	4,562.62	60	
Paola	3	5,442.24	1,700.00	250.00	145.07	4.96	.....	2,100.03	3,342.21	39	
Parsons	2	8,859.99	2,200.00	1,399.47	459.99	10.24	.....	4,069.70	4,790.29	46	
Peabody	3	3,944.27	1,700.00	150.00	180.00	1.52	.....	2,031.52	1,912.75	52	
Phillipsburgh	3	1,966.06	825.00	75.00	111.00	.56	.....	1,011.56	954.50	51	Presidential from October 1, 1888.
Pittsburgh	3	5,848.41	1,600.00	.....	167.14	3.20	.....	1,770.34	4,078.07	30	
Pleasanton	3	2,293.15	1,100.00	100.00	97.35	1.20	.....	1,298.55	994.60	57	
Pratt	3	3,690.97	1,500.00	200.00	171.00	1.68	.....	1,872.68	1,818.29	51	Presidential from January 29, 1889.
Richfield	3	112.90	422.22	.....	58.40	.....	.....	480.62	.....	426	Deficiency, $367.72.
Russell	3	2,880.62	1,500.00	189.50	170.25	1.12	.....	1,860.87	1,019.75	65	
Sabetha	3	3,226.65	1,400.00	.....	159.60	.64	.....	1,560.24	1,666.42	48	
St. John	3	2,197.51	1,200.00	.....	120.00	1.28	.....	1,321.28	876.23	60	
St. Mary's	3	2,391.62	1,100.00	.....	110.36	1.04	.....	1,211.40	1,180.22	51	
Salina	2	12,872.38	2,400.00	1,100.00	400.00	12.56	2,728.73	6,641.28	6,231.10	52	
Scott	3	1,932.16	1,400.00	200.00	165.00	.....	.....	1,765.00	167.16	91	

California	3	2,583.10	1,200.00	150.00	71.50	1.93		1,423.43	1,159.67	55	
Cameron	3	4,547.31	1,600.00	150.00	157.50	2.64		1,910.14	2,637.17	42	
Canton	3	2,876.08	1,300.00	90.00	87.75	1.44		1,479.19	1,396.89	51	
Cape Girardeau	3	4,067.61	1,500.00		159.95	2.51		1,662.46	2,405.15	41	
Carrollton	3	5,506.67	1,700.00	250.00	251.25	3.76		2,205.01	3,301.66	40	
Carthage	2	11,078.35	2,300.00	1,800.00	302.72		1,422.59	5,825.31	5,253.04	53	
Charleston	3	2,430.95	1,100.00		101.25	1.36		1,202.61	1,228.34	49	
Chillicothe	3	7,723.20	1,900.00	400.00	259.10	11.04		2,570.14	5,153.06	33	
Clarksville	3	2,424.16	1,100.00		108.75	1.04		1,209.79	1,214.37	50	
Clinton	3	7,437.87	1,725.82	477.26	255.03	9.28		2,467.39	4,970.48	33	
Columbia	2	9,161.05	2,000.00	1,000.00	460.00	5.12		3,465.12	5,695.93	38	
De Soto	3	3,455.70	1,400.00	100.00	127.50	8.20		1,630.70	1,825.00	48	
Edina	3	2,608.24	1,200.00	100.00	121.25	1.60		1,422.85	1,185.39	55	
Fayette	3	3,384.98	1,500.00	76.00	157.52	1.76		1,735.26	1,649.72	51	
Fulton	3	4,688.33	1,600.00	100.00	206.25	2.00		1,908.25	2,780.08	41	
Gallatin	3	2,980.50	1,200.00	200.00	96.00	1.68		1,497.68	1,482.82	50	
Glasgow	3	2,832.91	1,300.00		131.00	1.68		1,432.68	1,400.23	51	
Hamilton	3	2,680.04	1,300.00	100.00	138.50	.40		1,538.90	1,141.14	57	
Hannibal	2	16,300.32	2,400.00	2,383.70	195.82	47.73	5,250.77	10,278.02	6,022.30	63	In Government building.
Harrisonville	3	3,306.93	1,400.00		165.00	4.00		1,569.00	1,737.93	47	
Higginsville	3	2,984.30	1,200.00	150.00	123.75	2.16		1,475.91	1,508.39	49	
Holden	3	4,225.12	1,600.00	200.00	34.25	5.68		1,839.93	2,385.19	44	
Huntsville	3	2,105.81	1,000.00	99.99	101.25	2.26		1,203.50	902.31	57	
Independence	2	8,017.31	2,000.00	712.50	205.30	151.45		3,069.25	4,948.06	38	
Jefferson City	2	12,407.47	2,300.00	1,866.82	172.50	42.37		4,381.69	8,025.78	35	Do.
Joplin	3	6,605.50	1,700.00	200.00	225.00	8.80		2,133.80	4,471.70	32	
Kahoka	3	1,942.42	1,100.00	112.50	63.00			1,275.50	666,92	66	
Kansas City	1	389,095.28	3,483.33	58,452.24	312.00	2,280.59	56,139.42	120,667.58	268,427.70	31	Do.
Kirksville	3	5,820.54	1,700.00	200.00	184.17	4.48		2,088.65	3,731.89	36	
Kirkwood	3	2,626.04	1,100.00		73.50	3.76		1,177.26	1,448.78	45	
Lamar	3	5,137.62	1,700.00	500.00	217.50	4.56		2,422.06	2,715.56	47	
Lebanon	3	2,982.40	1,400.00	500.00	150.55	1.60		2,052.15	930.25	69	
Lexington	3	6,010.72	1,700.00	200.00	175.00	5.36		2,080.36	3,930.36	35	
Liberty	3	3,487.62	1,400.00	200.00	165.00	1.84		1,766.84	1,720.78	51	
Louisiana	3	8,011.42	1,900.00	200.00	244.50	4.64		2,349.14	6,562.28	26	
Macon City	3	6,336.21	1,700.00	500.00	247.50	4.72		2,452.22	3,883.99	39	
Marshall	3	6,410.42	1,800.00	300.00	45.00	3.52		2,148.52	4,261.90	34	
Maryville	3	6,461.09	1,800.00	200.00	270.00	8.48		2,278.48	4,182.61	35	
Memphis	3	2,805.50	1,300.00	150.00	106.50	.80		1,557.30	1,248.20	56	
Mexico	3	7,215.37	1,800.00	300.00	232.50	7.44		2,339.94	4,875.43	32	
Moberly	2	8,340.23	2,050.00	1,000.00	350.00	11.52		3,361.52	4,978.71	40	
Monett	3	148.35	98.90	8.34		.24		107.48	40.87	73	Presidential from January 1, 1889.
Monroe City	3	2,588.07	1,200.00		127.50	2.96		1,330.46	1,257.61	51	
Montgomery City	3	2,854.17	1,200.00	140.00	116.25	1.84		1,458.09	1,396.08	51	
Neosho	3	3,569.06	1,400.00	200.00	130.55	3.44		1,733.99	1,835.07	49	
Nevada	2	10,000.40	2,000.00	950.00	482.25	11.12		3,443.37	6,557.03	34	
Palmyra	3	3,040.82	1,300.00		144.00	2.00		1,446.00	1,600.82	47	
Paris	3	2,742.01	1,200.00	100.00	82.40	2.24		1,384.64	1,357.37	50	
Pierce City	3	4,082.39	1,600.00	300.00	23.35	2.48		1,925.83	2,156.56	47	
Plattsburgh	3	2,716.09	1,300.00	76.00	112.50	2.56		1,491.06	1,225.03	55	
Pleasant Hill	3	3,234.28	1,400.00	150.00	78.75	3.02		1,632.67	1,601.61	51	
Poplar Bluff	3	3,417.47	1,300.00		142.85	2.16		1,445.01	1,972.46	42	

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889.*—Continued

Office.	Class.	Gross receipts.	Salary.	Clerk-hire	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
KENTUCKY—cont'd.											
Maysville	2	$9,134.64	$2,000.00	$1,030.00	$405.00	$43.56	.....	$3,478.56	$5,656.08	38	
Mount Sterling	3	6,078.74	1,700.00	288.00	251.25	21.20	.....	2,260.45	3,818.29	37	
Newport	2	15,869.44	2,500.00	1,646.13	1,110.00	197.43	$5,527.85	10,981.41	4,888.03	69	
Nicholasville	3	3,270.19	1,300.00	150.00	140.25	3.12	.....	1,593.37	1,676.82	49	
Owensborough	2	11,239.54	2,100.00	1,300.00	78.00	12.74	.....	3,490.74	7,748.80	31	
Paducah	2	13,011.68	2,400.00	1,625.00	.....	31.60	4,266.22	8,322.82	4,688.86	64	In Government building.
Paris	3	7,176.52	1,800.00	500.00	270.00	18.76	.....	2,583.76	4,592.76	34	
Princeton	3	2,758.68	1,200.00	200.00	61.25	2.80	.....	1,464.05	1,294.63	53	
Richmond	3	5,319.04	1,600.00	500.00	270.00	9.76	.....	2,379.76	2,939.28	45	
Russellville	3	3,835.35	1,500.00	197.23	101.23	4.24	.....	1,802.70	2,032.65	47	
Shelbyville	3	4,455.58	1,700.00	250.00	187.50	4.48	.....	2,141.98	2,313.60	48	
Somerset	3	2,902.80	1,200.00	225.00	115.00	5.12	.....	1,545.12	1,357.68	53	
Stanford	3	2,829.78	1,300.00	60.00	133.50	3.12	.....	1,496.62	1,333.16	53	
Versailles	3	3,349.86	1,400.00	99.91	78.52	2.80	.....	1,581.23	1,768.63	47	
Williamsburgh	3	1,994.18	1,000.00	60.00	99.80	1.84	.....	1,161.64	832.54	58	
Winchester	3	4,681.07	1,600.00	100.00	144.82	7.60	.....	1,852.42	2,828.65	40	
Total	.....	512,302.98	67,907.42	67,694.52	7,608.90	2,196.30	80,486.08	804,893.22	316,409.76	51	
LOUISIANA.											
Alexandria	3	2,794.47	1,100.00	300.00	82.90	.24	.....	1,483.14	1,311.33	53	
Baton Rouge	3	8,420.46	1,900.00	450.00	252.40	30.72	.....	2,633.12	5,787.34	31	
Bayou Sara	3	54.19	42.31	12.50	.....	.....	.....	54.81	.....	101	Deficiency, $0.62. Presidential from June 17, 1889.
Donaldsonville	3	2,872.85	1,300.00	75.00	111.39	3.44	.....	1,489.83	1,383.02	52	
Franklin	3	2,328.32	1,100.00	.....	111.75	4.32	.....	1,216.07	1,112.25	52	
Lake Charles	3	4,839.69	1,500.00	200.00	144.00	2.88	.....	1,846.88	2,992.81	38	
Monroe	3	3,742.54	1,400.00	300.00	92.50	3.12	.....	1,795.62	1,946.92	48	
New Iberia	3	3,987.02	1,500.00	300.00	107.65	6.24	.....	1,913.89	2,073.13	48	
New Orleans	1	355,390.17	3,700.60	74,926.12	.....	2,827.62	73,168.31	154,622.12	200,768.05	44	In Government building.
Opelousas	3	2,090.10	1,000.00	.....	43.75	4.40	.....	1,048.15	1,041.95	50	
Plaquemine	3	3,182.44	1,300.00	150.00	116.25	2.88	.....	1,569.13	1,613.31	49	
Shreveport	2	12,963.47	2,300.00	1,500.00	.....	.....	3,287.77	7,087.77	5,875.70	55	Do.
Thibodeaux	3	2,516.66	1,200.00	80.00	105.20	4.00	.....	1,389.20	1,127.46	55	
Total	.....	405,182.38	19,342.31	78,293.62	1,167.79	2,889.93	76,456.08	178,149.73	227,032.65	44	
MAINE.											
Auburn	2	13,488.79	2,400.00	1,195.78	829.30	.87	4,008.88	8,434.79	5,054.00	62	
Augusta	1	41,227.07	3,000.00	12,167.24	2,530.03	37.51	4,715.29	22,440.07	18,787.00	54	

White Sulphur Springs.	3	1,458.16	678.53	.....	89.44	.48	.....	768.45	689.71	53	Presidential from November 19, 1888.
Wickes	3	217.29	172.25	.....	.....	.....	.....	172.25	45.04	79	Presidential from May 5, 1889.
Total	.....	116,305.14	21,601.33	8,088.81	3,390.89	68.21	.....	42,405.55	73,899.59	37	
NEBRASKA.											
Ainsworth	3	2,078.55	1,200.00	100.00	120.00	.24	.....	1,420.24	658.31	68	
Albion	3	3,028.03	1,300.00	200.00	144.00	.80	.....	1,644.80	1,383.23	54	
Alma	3	2,328.06	1,200.00	150.00	127.50	.40	.....	1,477.90	850.16	63	
Arapahoe	3	2,364.30	1,200.00	.....	123.60	.08	.....	1,323.68	1,040.62	56	
Ashland	3	3,311.70	1,500.00	.....	172.50	1.52	.....	1,674.02	1,637.68	51	
Atkinson	3	2,454.43	1,300.00	100.00	144.00	.96	.....	1,544.96	909.47	63	
Auburn	3	2,471.28	1,100.00	.....	111.00	1.52	.....	1,212.52	1,258.76	49	
Aurora	3	4,669.72	1,600.00	200.00	210.00	3.04	.....	2,013.04	2,656.68	43	
Beatrice	2	14,704.28	2,400.00	1,800.00	875.00	.....	8,308.17	8,383.17	6,321.11	57	
Benkleman	3	1,796.63	1,100.00	150.00	107.25	.....	.....	1,357.25	439.38	76	
Blair	3	4,269.83	1,600.00	200.00	210.00	2.16	.....	2,012.16	2,257.67	47	
Blue Hill	3	1,965.29	1,000.00	.....	101.25	.80	.....	1,102.05	863.24	56	
Broken Bow	3	4,738.74	1,600.00	375.00	210.00	3.12	.....	2,188.12	2,550.62	46	
Central City	3	4,760.09	1,600.00	150.00	176.25	4.24	.....	1,930.49	2,829.60	41	
Chadron	3	4,918.25	1,331.87	.....	200.78	7.20	.....	1,539.85	3,378.40	31	
Columbus	3	5,523.30	1,700.00	250.00	243.14	8.32	.....	2,201.46	3,321.84	40	
Creighton	3	2,153.94	1,200.00	300.00	127.50	.40	.....	1,627.90	526.04	76	
Crete	3	5,796.17	1,700.00	100.00	215.25	2.32	.....	2,017.57	3,778.60	35	
Culbertson	3	1,996.19	1,100.00	100.00	111.00	1.92	.....	1,312.92	683.27	66	
David City	3	3,975.73	1,500.00	150.00	172.50	4.08	.....	1,826.58	2,149.15	46	
Edgar	3	2,393.63	1,100.00	112.50	108.75	.80	.....	1,322.05	1,071.58	55	
Fairbury	3	6,476.81	1,700.00	169.00	213.75	2.96	.....	2,085.71	4,391.10	32	
Fairfield	3	2,559.58	1,200.00	.....	122.25	.56	.....	1,322.81	1,236.77	52	
Fairmont	3	2,493.55	1,300.00	100.00	121.50	.56	.....	1,522.06	971.49	61	
Falls City	3	4,222.37	1,600.00	150.00	196.95	.....	.....	1,946.95	2,275.42	46	
Fremont	2	15,016.94	2,400.00	967.00	492.50	10.74	2,038.46	5,908.70	9,108.24	39	
Friend	3	2,594.06	1,300.00	.....	133.55	1.04	.....	1,434.59	1,159.47	55	
Fullerton	3	2,709.72	1,200.00	.....	116.25	.....	.....	1,316.25	1,393.47	49	
Geneva	3	3,192.20	1,200.00	150.00	126.30	1.28	.....	1,477.58	1,714.62	46	
Grand Island	2	13,036.81	2,300.00	1,400.00	700.00	16.48	3,248.90	7,665.38	5,371.43	59	
Harvard	3	2,521.85	1,200.00	.....	90.45	.72	.....	1,291.17	1,230.68	51	
Hastings	2	17,110.45	2,500.00	2,125.00	832.54	2.46	3,361.82	8,821.82	8,288.63	52	
Hay Springs	3	1,728.18	1,000.00	100.00	101.25	.....	.....	1,201.25	526.93	70	
Hebron	3	3,003.14	1,300.00	200.00	144.00	2.00	.....	1,646.00	1,357.14	55	
Holdrege	3	5,588.57	1,700.00	400.00	225.00	2.80	.....	2,327.80	3,260.77	42	
Humboldt	3	2,553.54	1,200.00	.....	105.00	.88	.....	1,305.88	1,247.66	51	
Indianola	3	2,184.47	1,200.00	62.50	127.50	.72	.....	1,390.72	793.75	64	
Kearney	2	12,877.49	2,100.00	1,200.00	300.00	12.48	.....	3,612.48	9,265.01	28	
Lincoln	1	70,467.02	3,240.00	7,799.98	.....	229.17	10,993.17	22,222.32	48,244.70	32	In Government building.
Loup City	3	1,821.62	1,200.00	125.00	120.00	1.20	.....	1,446.20	375.42	79	
McCook	3	5,534.36	1,700.00	.....	172.50	3.44	.....	1,875.94	3,658.42	34	
Madison	3	2,321.70	1,100.00	.....	74.25	.24	.....	1,174.49	1,147.21	51	
Minden	3	3,683.89	1,400.00	100.00	165.00	1.36	.....	1,666.36	2,017.53	45	
Nebraska City	2	10,610.75	2,200.00	1,200.00	433.74	44.51	924.07	4,802.32	5,808.43	45	Do.
Neligh	3	3,326.56	1,400.00	100.00	165.00	1.60	.....	1,166.60	1,659.96	50	

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June* 30, 1889—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
MARYLAND—cont'd.											
Chestertown	3	$3,280.59	$1,400.00	$200.00	$141.00	$9.44		$1,750.44	$1,530.15	53	
Cumberland	2	14,212.57	2,300.00	1,800.00	698.95	79.05	$3,499.46	8,378.46	5,834.11	59	
Easton	3	5,473.72	1,600.00	400.00	199.57	4.32		2,203.89	3,269.83	40	
Elkton	3	3,546.53	1,500.00	200.00	123.75	3.84		1,827.59	1,718.94	52	
Ellicott City	3	2,936.41	1,300.00		144.00	3.68		1,447.68	1,488.73	49	
Emmittsburgh	3	1,838.66	1,000.00		101.25	1.92		1,103.17	735.49	60	
Frederick	2	11,611.06	2,300.00	1,186.00	1,000.00	27.68	2,503.11	7,016.79	4,594.27	60	
Frostburgh	3	3,109.19	1,300.00	200.00	126.75	1.44		1,628.19	1,481.00	52	
Hagerstown	2	12,998.08	2,300.00	1,600.00	924.19	12.58	2,606.99	7,444.06	5,554.02	57	
Havre de Grace	3	3,030.42	1,300.00	150.00	92.25	5.20		1,547.45	1,482.97	51	
Lonaconing	3	2,454.21	1,100.00		63.00	1.36		1,164.36	1,289.85	48	
Oakland	3	1,212.62	678.53	123.37	43.54	2.80		848.24	364.38	70	Presidential from November 19, 1888.
Port Deposit	3	2,198.67	1,100.00		65.25	2.48		1,167.73	1,030.94	53	
Rockville	3	1,090.68	548.91	83.33	61.58	2.56		697.38	393.30	64	Presidential from December 14, 1888.
Salisbury	3	4,461.22	1,600.00	150.00	206.25	2.16		1,958.41	2,502.81	44	
Towson	3	2,206.71	1,100.00	30.00	111.00	4.72		1,245.72	960.99	56	
Westminster	3	5,391.33	1,600.00	500.00	210.00	6.08		2,316.08	3,075.25	43	
Total		692,483.34	35,427.44	123,559.25	8,782.24	4,697.87	203,237.65	375,704.45	316,778.89	54	
MASSACHUSETTS.											
Abington	3	3,415.32	1,300.00		144.00	6.88		1,450.88	1,964.44	42	
Adams	3	5,787.79	1,800.00		270.00	5.36		2,075.36	3,712.43	36	
Amesbury	2	10,073.17	2,100.00	1,100.00	370.00	19.28		3,589.28	6,483.89	36	
Amherst	2	9,722.17	2,200.00	900.00	419.57	20.84		3,540.41	6,181.76	36	
Andover	3	7,496.31	1,800.00	300.00	195.00	30.64		2,325.64	5,170.67	31	
Arlington	3	5,102.16	1,600.00		149.61	13.84		1,763.45	3,338.71	35	
Ashland	3	2,288.80	1,100.00		108.75	4.64		1,213.39	1,075.41	53	
Athol	3	6,408.52	1,700.00		183.41	7.92		1,891.33	4,517.19	30	
Attleborough	2	8,742.89	2,000.00	857.77	393.75	26.90		3,278.42	5,464.47	37	
Auburndale	3	4,273.71	1,500.00		112.45	27.76		1,640.21	2,633.50	38	
Ayer	3	3,308.75	1,400.00		165.00	6.00		1,571.00	1,797.75	47	
Barre	3	2,356.64	1,100.00		104.86	3.28		1,208.14	1,148.54	51	
Beverly	2	11,426.53	2,200.00	1,240.00	600.00	40.56	2,129.71	6,216.27	5,210.31	54	
Boston	1	1,857,501.11	6,000.00	338,560.69	15,069.00	16,806.14	381,800.39	758,326.22	1,099,174.89	41	In Government building.
Bradford	3	2,356.26	1,100.00		111.00	10.70		1,221.70	1,134.56	52	
Bridgewater	3	3,729.84	1,400.00		146.25	8.24		1,554.49	2,175.35	42	
Brockton	2	31,463.00	2,700.00	2,250.00	1,660.00	113.25	7,653.19	14,376.44	17,088.56	46	
Brookfield	3	2,110.74	1,100.00		83.70	4.40		1,188.10	922.64	56	
Campello	3	5,725.44	1,600.00		210.00	10.24		1,820.24	3,905.20	32	

Elko	3	2,374.90	1,100.00	243.00	111.00	.40		1 454.49	920.50	61	
Eureka	3	2,784.08	1,400.00	1,000.00		2.48		2,402.48	381.60	86	
Reno	3	7,988.10	1,900.00	800.00	275.00	4.08		2,979.08	5,004.02	37	
Virginia City	2	8,432.59	2,000.00	1,000.00	451.00	8.00		3,459.09	4,973.50	41	
Winnemucca	3	2,288.18	1,100.00	200.00	111.00	1.36		1,412.36	875.82	62	
Total		32,016.10	10,200.00	4,193.00	1,274.25	23.76		15,691.01	16,325.09	49	
NEW HAMPSHIRE.											
Antrim	3	2,560.29	1,200.00		75.00	2.53		1,277.53	1,282.76	50	
Berlin Falls	3	1,109.40	500.00	50.00	59.50	.64		610.14	499.26	55	Presidential from January 1, 1889.
Bristol	3	2,265.11	1,000.00	300.00	101.25	2.96		1,404.21	860.90	62	
Claremont	3	6,757.10	1,800.00	150.00	251.25	10.40		2,211.65	4,545.45	33	
Concord	2	31,243.79	2,700.00	3,708.33	931.14	202.45	6,923.20	14,465.12	16,778.67	46	In Government building.
Dover	2	13,165.81	2,300.00	2,000.00	874.46	2.72	4,537.20	9,714.38	3,451.43	74	
Exeter	3	6,935.30	1,800.00	270.00	270.00	20.88		2,360.88	4,574.42	34	
Farmington	3	3,035.45	1,400.00	25.00	155.25	5.44		1,585.69	1,449.76	52	
Franklin Falls	3	4,164.94	1,500.00		172.50	6.64		1,679.14	2,485.80	40	
Gorham	3	1,125.29	543.48	54.06	73.37	1.20		672.11	453.18	60	Presidential from December 16,1888.
Great Falls	3	5,049.69	1,600.00	150.00	210.00	12.88		1,972.88	3,076.81	39	
Hanover	3	4,775.31	1,600.00		189.00	5.20		1,794.20	2,981.11	38	
Hinsdale	3	2,458.86	1,100.00		75.00	2.00		1,177.00	1,281.86	48	
Keene	2	14,159.01	2,400.00	1,500.00	600.00	2.30	2,816.22	7,318.52	6,840.49	52	
Laconia	3	7,112.41	1,900.00		270.00	10.32		2,180.32	4,932.09	30	
Lake Village	3	3,173.75	1,400.00		165.00	4.40		1,569.40	1,604.35	50	
Lancaster	3	4,493.57	1,600.00		191.25	4.64		1,795.89	2,697.68	40	
Lebanon	3	4,751.69	1,700.00	300.00	112.50	5.28		2,117.78	2,633.91	45	
Littleton	3	5,024.06	1,600.00	250.00	191.25	4.32		2,045.57	2,978.49	41	
Manchester	2	39,418.22	2,900.00	3,996.47	1,619.83	200.38	12,622.05	21,338.73	18,079.49	54	
Meredith Village	3	1,970.21	1,000.00		101.25	1.76		1,103.01	867.20	56	
Milford	3	3,803.09	1,500.00		112.50	5.76		1,618.26	2,184.83	43	
Nashua	2	20,287.19	2,600.00	2,600.00	1,180.00	91.53	5,716.64	12,188.17	8,099.02	60	
New Market	3	2,373.62	1,200.00		127.50	3.68		1,331.18	1,042.44	56	
Newport	3	2,867.81	1,200.00	400.00	127.50	2.16		1,729.66	1,138.15	60	
Penacook	3	2,767.98	1,200.00		118.55	4.24		1,322.79	1,445.19	48	
Peterborough	3	3,613.82	1,400.00		153.75	4.16		1,557.91	2,055.91	43	
Pittsfield	3	2,867.82	1,200.00	150.00	105.00	3.28		1,458.28	1,409.54	51	
Plymouth	3	4,109.49	1,500.00		92.89	5.04		1,597.93	2,511.56	39	
Portsmouth	2	16,265.06	2,400.00	2,900.00		104.57	3,953.25	9,357.82	6,907.24	58	In Government building.
Rochester	3	6,039.19	1,700.00	400.00	120.00	15.04		2,235.04	3,804.15	37	
Suncook	3	2,090.16	1,000.00		101.25	2.88		1,104.13	986.03	53	
Tilton	3	3,466.10	1,500.00	120.00	150.00	4.16		1,774.16	1,691.94	51	
Wolfsborough	3	2,360.64	1,100.00	100.00	103.50	6.08		1,309.58	1,051.06	55	
Total		237,661.23	53,043.48	19,423.86	9,181.24	761.92	36,568.56	118,979.06	118,682.17	50	
NEW JERSEY.											
Arlington	3	151.24	90.66			.16		90.82	60.42	60	Presidential, June 1, 1889.
Asbury Park	2	14,832.59	2,800.00	1,410.00	600.00	53.84	2,390.64	6,754.48	8,078.11	46	
Atlantic City	2	24,207.89	2,600.00	3,085.00	1,100.00	594.28	5,266.35	12,645.63	11,562.26	52	

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
MASSACHUSETTS—continued.											
Methuen	3	$2,927.05	$1,400.00	.....	$71.25	$7.20	.....	$1,478.45	$1,448.60	51	
Middleborough	2	9,579.38	2,000.00	$450.00	291.00	511.52	.....	3,252.52	6,326.86	34	
Milford	2	7,789.57	2,100.00	1,100.00	520.00	29.52	.....	3,749.52	4,040.05	48	
Millbury	3	3,725.53	1,500.00	.....	172.50	5.76	.....	1,678.26	2,047.27	45	
Milton	3	5,129.57	1,600.00	.....	210.00	18.24	.....	1,828.24	3,301.33	36	
Monson	3	3,077.20	1,400.00	.....	75.00	6.24	.....	1,481.24	1,595.96	48	
Nantucket	3	6,204.73	1,700.00	.....	138.75	8.08	.....	1,846.83	4,357.90	30	
Natick	2	9,198.26	2,000.00	625.00	367.50	13.76	.....	3,006.26	6,192.00	33	
New Bedford	1	42,803.18	3,000.00	4,429.96	.....	213.54	$12,718.22	20,361.72	22,441.46	48	In Government building.
Newburyport	2	18,606.66	2,500.00	2,200.00	1,076.06	93.17	4,913.87	10,783.10	7,823.56	58	
Newton	2	12,785.81	2,300.00	795.98	873.85	71.27	2,224.22	6,265.32	6,520.49	49	
Newton Centre	3	4,416.57	1,500.00	.....	172.50	24.08	.....	1,696.58	2,719.99	38	
Newtonville	2	9,032.92	2,000.00	.....	187.50	473.80	.....	2,661.30	6,371.62	29	
North Adams	2	26,591.38	2,600.00	2,200.00	1,000.00	61.74	4,357.32	10,219.06	16,372.32	38	
Northampton	2	19,067.71	2,500.00	1,500.00	800.00	72.85	4,102.82	8,975.67	10,092.04	47	
North Attleborough	3	8,248.37	1,900.00	200.00	270.00	9.52	.....	2,379.52	5,868.85	29	
Northborough	3	2,110.94	1,000.00	.....	81.75	2.88	.....	1,084.63	1,026.31	51	
North Brookfield	3	4,176.05	1,600.00	.....	159.00	7.36	.....	1,766.36	2,409.69	42	
North Easton	3	2,669.48	1,200.00	.....	71.70	5.52	.....	1,277.22	1,392.26	48	
Northfield	3	2,567.69	1,100.00	.....	45.40	3.04	.....	1,148.44	1,419.25	45	
Norwood	3	5,633.32	1,400.00	.....	165.00	6.80	.....	1,571.80	4,061.52	28	
Orange	3	6,151.78	1,700.00	.....	232.50	8.24	.....	1,940.74	4,211.04	32	
Palmer	3	5,071.33	1,600.00	250.00	176.25	16.32	.....	2,042.57	3,028.76	40	
Peabody	3	8,561.11	1,900.00	300.00	262.50	27.92	.....	2,490.42	6,070.69	29	
Pittsfield	2	24,115.17	2,600.00	2,977.57	1,131.40	98.99	5,044.25	11,852.21	12,262.96	49	
Plymouth	2	9,255.15	2,100.00	600.00	280.00	.....	.....	2,980.00	6,275.15	32	
Provincetown	3	4,209.15	1,500.00	.....	165.00	5.68	.....	1,670.68	2,538.47	40	
Quincy	3	9,027.55	1,900.00	200.00	262.50	35.36	.....	2,397.86	6,629.69	27	
Randolph	3	3,402.42	1,400.00	.....	94.11	11.52	.....	1,505.63	1,896.79	44	
Reading	3	4,486.56	1,500.00	.....	166.92	13.92	.....	1,680.84	2,805.72	37	
Rockland	3	4,821.05	1,600.00	.....	195.45	7.12	.....	1,802.57	3,018.48	37	
Rockport	3	2,013.89	1,000.00	.....	78.05	4.48	.....	1,082.53	931.36	54	
Salem	2	31,001.87	2,800.00	3,500.00	2,260.00	257.36	10,440.82	19,258.18	11,743.69	62	
Sandwich	3	2,765.19	1,300.00	.....	126.22	5.04	.....	1,431.26	1,333.93	52	
Shelburne Falls	3	3,974.20	1,500.00	.....	138.25	3.36	.....	1,641.61	2,332.59	41	
Southbridge	3	4,300.42	1,500.00	150.00	172.50	6.72	.....	1,829.22	2,471.20	43	
South Framingham	2	8,761.35	2,000.00	1,050.00	625.00	29.12	.....	3,704.12	5,057.23	42	
South Weymouth	3	2,113.07	899.16	.....	101.25	3.76	.....	1,004.47	1,108.60	48	
Spencer	3	6,583.98	1,800.00	.....	232.50	13.44	.....	2,045.94	4,538.04	31	
Springfield	1	101,111.00	8,300.00	10,311.78	3,133.00	593.80	15,531.75	32,870.33	68,240.67	33	

Newark	1	197,248.17	3,500.00	23,261.54		929.18	56,528.57	84,219.29	113,028.88	43	In Government building.
New Brunswick	2	22,539.50	2,600.00	2,800.00	900.00	77.31	4,271.46	10,648.77	11,890.73	47	
Newton	3	7,278.63	1,700.00	400.00	232.50	7.12		2,339.62	4,934.01	32	
Ocean Grove	3	6,850.56	1,800.00	600.00	270.00	25.08		2,695.68	4,154.88	39	
Orange	2	24,317.27	2,600.00	1,981.94	1,650.64	59.54	4,583.55	10,875.67	13,441.60	45	
Orange Valley	3	3,629.55	1,500.00		153.10	5.68		1,658.78	1,970.77	46	
Passaic	2	12,350.00	2,300.00	650.00	80.97	13.35	1,147.28	4,191.60	8,158.40	34	
Paterson	1	44,984.68	3,000.00	4,197.63	1,628.00	166.96	15,839.53	24,829.12	20,155.56	55	
Perth Amboy	2	8,030.06	2,000.00	900.00	357.75	15.73		3,273.48	4,756.58	41	
Phillipsburgh	3	5,693.70	1,700.00	300.00	182.25	14.88		2,197.13	3,496.57	39	
Plainfield	2	22,795.54	2,600.00	2,500.00	957.50	98.76	3,867.19	9,523.45	13,272.09	42	
Princeton	2	11,850.49	2,200.00	1,200.00	403.80	55.00		3,858.80	7,991.69	33	
Rahway	3	7,387.99	1,800.00	600.00	270.00	23.44		2,693.44	4,694.55	36	
Raritan	3	112.56	82.42	8.33		.08		90.83	21.73	81	Presidential from June 1, 1889.
Red Bank	3	7,301.25	1,623.91	180.43	270.00	11.60		2,085.94	5,215.31	29	
Rutherford	3	8,134.46	1,900.00	200.00	132.50	6.96		2,239.46	5,895.00	28	
Salem	3	5,699.88	1,700.00	100.00	228.05	8.96		2,037.01	3,662.87	36	
Somerville	3	6,000.26	1,700.00	300.00	251.25	9.92		2,261.17	3,739.09	38	
South Amboy	3	3,083.84	1,200.00		120.00	4.96		1,324.96	1,758.88	43	
South Orange	3	4,065.97	1,500.00		161.25	11.28		1,672.53	2,393.44	41	
Summit	3	4,468.28	1,600.00	225.00	210.00	11.76		2,046.76	2,421.52	46	
Toms River	3	2,952.48	1,200.00		93.84	2.24		1,296.08	1,656.40	44	
Trenton	1	74,960.49	3,200.00	9,771.99		262.34	16,153.58	29,387.91	45,572.58	39	In Government building.
Vineland	2	9,687.83	2,000.00	870.00	280.00	18.75		3,168.75	6,519.08	33	
Washington	2	11,659.01	2,300.00	1,140.00	271.08	6.00		3,717.08	7,941.93	32	
Weehawken	3	4,135.04	1,500.00		163.61	8.00		1,671.61	2,463.43	40	
Westfield	3	5,158.07	1,600.00		97.50	4.16		1,701.66	3,456.41	32	
West Hoboken	3	3,662.37	1,100.00		111.00	7.92		1,218.92	2,443.45	33	
Woodbridge	3	589.24	238.74		29.92	.24		268.90	320.34	46	Presidential from April 13, 1889.
Woodbury	3	8,866.30	1,800.00	500.00	179.98	7.52		2,487.50	7,378.80	25	
Woodstown	3	176.27	82.42			.24		82.66	93.61	47	Presidential from June 1, 1889.
Total		1,004,113.99	125,958.42	87,859.59	21,797.69	4,577.49	209,590.82	449,784.01	554,329.98	45	
NEW MEXICO.											
Albuquerque	2	11,498.68	2,200.00	1,550.00	684.50	4.88		4,439.88	7,059.30	39	
Deming	3	2,828.01	1,300.00	50.00	142.50	.88		1,493.38	1,334.63	53	
East Las Vegas	3	5,433.44	1,700.00	148.34	249.42	4.88		2,102.64	3,330.80	39	
Kingston	3	1,839.24	1,200.00		127.50			1,327.50	511.74	72	
Las Vegas	3	4,322.86	1,600.00	337.50	176.25	4.48		2,118.23	2,204.63	49	
Raton	3	3,377.56	1,400.00		103.35	1.36		1,561.71	1,812.85	46	
Santa Fé	2	8,893.37	2,000.00	1,680.00	118.70	271.93		4,070.63	4,822.74	46	In Government building.
Silver City	3	4,613.70	1,600.00	400.00	206.24	3.44		2,209.68	2,404.02	48	
Socorro	3	3,098.41	1,500.00		166.50	.96		1,667.46	1,430.95	54	
Total		45,905.27	14,500.00	4,165.84	2,034.96	292.81		20,993.61	24,911.66	46	
NEW YORK.											
Adams	3	2,925.04	1,200.00	150.00	127.50	2.64		1,480.14	1,444.90	51	
Addison	3	4,241.94	1,500.00	200.00	172.50	3.44		1,875.94	2,366.00	44	

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889—Continued.*

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
MICHIGAN—continued.											
Cassopolis	3	$2,399.46	$1,100.00	.....	$76.10	$1.04	.....	$1,177.14	$1,222.32	49	
Charlevoix	3	2,369.06	1,100.00	.....	111.00	1.04	.....	1,212.04	1,157.02	51	
Charlotte	2	8,420.38	2,000.00	$1,200.00	478.91	5.28	.....	3,684.19	4,736.19	44	
Cheboygan	3	5,610.33	1,800.00	.....	225.00	4.48	.....	2,029.48	3,580.85	36	
Chelsea	3	2,390.14	1,000.00	.....	111.00	.64	.....	1,211.64	1,178.50	51	
Coldwater	2	10,932.97	2,200.00	1,400.00	885.00	11.04	.....	4,496.04	6,436.93	41	
Constantine	3	2,794.68	1,300.00	.....	144.00	.96	.....	1,444.96	1,349.72	52	
Corunna	3	2,351.88	1,100.00	38.00	71.0.	1.92	.....	1,210.92	1,140.96	51	
Crystal Falls	3	1,898.16	1,100.00	.....	81.85	.40	.....	1,182.25	715.91	62	
Decatur	3	2,431.85	1,200.00	.....	90.00	1.04	.....	1,291.04	1,140.81	53	
Detroit	1	370,871.37	3,800.00	46,803.30	.....	1,495.31	$71,408.19	123,506.80	247,364.57	33	In Government building.
Dowagiac	3	4,512.00	1,600.00	.....	155.99	2.72	.....	1,758.71	2,753.29	39	
East Saginaw	2	41,838.93	2,900.00	3,500.00	1,540.00	120.53	9,089.60	17,150.13	24,688.80	40	
East Tawas	3	2,325.97	906.59	.....	111.66	1.36	.....	1,019.61	1,306.36	44	
Eaton Rapids	3	4,076.96	1,500.00	100.00	150.00	3.84	.....	1,753.84	2,323.12	43	
Escanaba	2	9,169.08	2,000.00	637.50	270.00	6.07	.....	2,913.57	6,255.51	32	
Evart	3	2,880.42	1,300.00	.....	98.10	1.52	.....	1,399.62	1,480.80	49	
Fenton	3	3,719.69	1,500.00	.....	136.50	3.60	.....	1,640.10	2,079.59	44	
Flint	2	15,613.90	2,400.00	1,800.00	990.00	4.95	4,391.91	9,586.86	6,027.04	61	
Fort Gratiot	3	2,587.23	1,100.00	.....	111.00	1.20	.....	1,212.20	1,375.03	47	
Fowlerville	3	390.95	208.79	.....	.....	.24	.....	209.03	181.92	54	Presidential from April 16, 1889.
Fremont	3	2,169.11	1,000.00	.....	101.25	.88	.....	1,102.13	1,066.98	51	
Grand Haven	3	5,639.53	1,700.00	400.00	251.25	4.88	.....	2,356.13	3,283.40	42	
Grand Rapids	1	112,795.51	3,300.00	13,529.96	.....	419.05	22,856.12	40,105.13	72,690.38	35	In Government building.
Grayling	3	206.01	105.77	.....	.....	.24	.....	106.01	100.00	51	Presidential from May 27, 1889.
Greenville	3	6,638.09	1,800.00	200.00	270.00	3.92	.....	2,273.92	4,364.17	34	
Hancock	3	6,444.82	1,800.00	200.00	270.00	3.60	.....	2,273.60	4,171.22	35	
Hart	3	1,961.74	1,100.00	.....	101.23	.....	.....	1,201.23	760.51	61	
Hartford	3	114.07	82.42	.....	.....	.....	.....	82.42	32.25	72	Presidential from June 1, 1889.
Hastings	3	4,676.76	1,600.00	500.00	206.35	4.08	.....	2,310.43	2,366.33	49	
Hillsdale	2	10,188.04	2,200.00	1,241.39	483.50	12.88	.....	3,937.77	6,250.27	39	
Holland	3	4,890.39	1,600.00	162.00	195.75	3.12	.....	1,960.87	2,929.52	40	
Holly	3	4,133.71	1,600.00	.....	100.00	2.16	.....	1,702.16	2,431.55	41	
Homer	3	1,977.65	1,000.00	200.00	93.75	.....	.....	1,293.75	683.90	65	
Houghton	3	4,276.97	1,500.00	175.00	172.50	3.52	.....	1,851.02	2,425.95	43	
Howell	3	4,494.88	1,600.00	150.00	150.00	3.68	.....	1,903.68	2,591.20	42	
Hudson	3	4,660.06	1,600.00	400.00	150.00	2.72	.....	2,152.72	2,507.34	46	
Imlay City	3	2,472.18	1,300.00	.....	104.50	.....	.....	1,404.50	1,067.68	57	
Ionia	2	10,053.51	2,100.00	1,190.00	852.50	10.80	.....	4,153.30	5,900.21	41	
Iron Mountain	3	6,384.13	1,900.00	.....	270.00	3.68	.....	2,173.68	4,210.45	34	
Iron River	3	1,813.46	1,100.00	.....	85.50	.40	.....	1,185.90	627.56	65	

Clinton	3	4,569.09	1,600.00	200.00	145.91	5.04		1,960.95	2,618.14	43	
Clyde	3	5,054.23	1,600.00	300.00	191.25	4.08		2,095.33	2,958.90	41	
Cobleskill	3	3,807.28	1,500.00	180.00	171.11	2.56		1,853.67	1,953.61	49	
Cohoes	3	12,374.15	2,300.00	1,500.00	1,025.00	20.00	6,723.64	11,568.64	805.51	93	
Cold Spring	3	2,302.00	1,200.00		105.60	4.08		1,309.68	992.32	57	
College Point	3										
Cooperstown	3	5,850.18	1,700.00	300.00	213.75	5.20		2,218.95	3,631.23	38	
Corning	2	11,299.91	2,200.00	1,200.00	975.00	23.12	2,926.33	7,324.45	3,975.46	65	
Cortland	2	18,991.50	2,500.00	1,624.17	666.00	11.04	4,568.21	9,309.42	9,682.08	49	
Coxsakie	3	3,044.89	1,300.00	200.00	144.00	4.30		1,648.30	1,396.59	54	
Cuba	3	3,823.96	1,500.00	199.66	91.00	2.40		1,793.06	2,030.90	47	
Dansville	2	8,514.14	2,000.00	800.00	430.00	8.24		3,238.24	5,275.90	38	
Delhi	3	3,966.41	1,500.00	243.00	172.50	2.56		1,918.06	2,048.35	48	
Deposit	3	3,125.13	1,400.00	200.00	108.75	2.72		1,711.47	1,413.66	55	
Dobbs' Ferry	3	3,024.62	1,300.00		110.25	9.44		1,419.69	1,604.93	47	
Dundee	3	2,436.77	1,100.00			.21		1,100.24	1,336.53	45	
Dunkirk	2	12,035.74	2,300.00	1,100.00	580.00	40.58	3,152.99	7,173.57	4,862.17	60	
Ellenville	3	5,183.89	1,600.00	200.00	210.00	2.88		2,012.88	3,171.01	39	
Elmira	1	53,834.15	3,100.00	7,162.62	2,165.55	196.06	9,662.44	22,286.67	31,547.48	41	
Fairport	3	5,790.90	1,800.00		120.00	3.92		1,923.92	3,866.98	33	
Far Rockaway	3	1,206.92	600.00		60.02	1.52		661.54	545.38	55	Presidential from January 1, 1889.
Fayetteville	3	2,234.66	1,100.00		107.12	1.28		1,208.40	1,026.26	54	
Fishkill-on-the-Hudson	3	5,122.07	1,600.00	242.23	176.25	0.72		2,025.20	3,096.87	40	
Floral Park	3	4,427.66	1,073.91		69.76	.48		1,144.15	3,283.51	26	Presidential from December 8, 1888.
Flushing	2	13,014.89	2,000.00	187.50	262.50	30.96		2,480.96	9,533.93	21	
Fonda	3	2,640.53	1,100.00	200.00	111.00			1,411.00	1,229.53	53	
Fort Edward	3	4,324.05	1,500.00	142.50		6.16		1,648.66	2,675.39	38	
Fort Plain	2	8,110.03	2,000.00	1,000.00	492.12	210.08		3,702.20	4,407.83	46	
Frankfort	3	2,401.53	1,300.00		140.03	.64		1,440.67	960.86	60	
Franklinville	3	2,687.38	1,200.00		107.25	.80		1,308.05	1,379.33	49	
Fredonia	2	8,286.60	2,000.00	1,000.00	309.00	7.01		3,316.01	4,970.59	40	
Friendship	3	2,592.56	1,200.00		95.25	2.08		1,297.33	1,295.23	51	
Fulton	2	9,227.55	2,000.00	687.50	266.25	10.40		2,964.15	6,263.40	32	
Geneseo	3	5,386.92	1,700.00	300.00	233.99	4.88		2,238.87	3,148.05	42	
Geneva	2	27,299.58	2,700.00	1,495.24	600.00	30.55		4,825.79	22,473.79	18	
Glen Cove	3	2,478.61	1,200.00		73.94	2.08		1,276.02	1,202.59	51	
Glens Falls	2	12,106.45	2,300.00	1,300.00	981.00	20.64	3,705.94	8,307.58	3,798.87	69	
Gloversville	2	14,946.06	2,400.00	1,500.00	680.00	22.14	4,432.99	9,035.13	5,910.93	60	
Goshen	3	7,108.60	1,800.00	500.00	270.00	8.72		2,578.72	4,529.88	36	
Gouverneur	3	6,234.08	1,800.00	450.00	176.25	2.16		2,428.41	3,805.67	39	
Gowanda	3	2,684.88	1,200.00		127.50	2.48		1,329.98	1,354.90	50	
Granville	3	2,894.93	1,100.00		408.17	2.56		1,210.73	1,684.20	42	
Greene	3	2,545.97	1,300.00	90.00	144.00	2.80		1,536.80	1,009.17	60	
Greenport	3	3,946.59	1,500.00	150.00	171.58	6.80		1,828.38	2,118.21	46	
Greenwich	3	3,243.21	1,400.00		165.00	4.00		1,569.00	1,674.21	48	
Groton	3	3,445.26	1,300.00		144.00	.88		1,444.88	2,000.38	42	
Hamilton	3	4,988.42	1,600.00		158.75	3.68		1,757.43	3,230.99	35	
Hammondsport	3	2,515.46	1,000.00	250.00	90.15	1.36		1,341.51	1,173.95	53	
Hancock	3	1,370.15	614.13	50.00	94.01	1.52		759.66	610.49	55	Presidential from November 20, 1888.
Havana	3	2,090.86	1,000.00		101.25	1.14		1,102.39	988.47	53	
Haverstraw	3	3,993.72	1,500.00	200.00	157.50	5.12		1,862.62	2,131.10	47	
Hempstead	3	4,046.46	1,500.00		172.50	6.56		1,679.06	2,367.40	41	

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
MICHIGAN—continued.											
Republic	3	$2,271.72	$1,100.00	.....	$111.00	$0.40	.....	$1,211.40	$1,060.32	53	
Romeo	3	3,601.55	1,400.00	.....	106.50	1.76	.....	1,508.26	2,093.29	41	
Saginaw	2	14,946.76	2,300.00	$1,000.00	524.97	42.39	$5,449.25	9,316.61	5,630.15	62	
St. Clair	3	3,415.55	1,400.00	200.00	165.00	2.48	.....	1,767.48	1,648.07	52	
St. Ignace	3	3,816.72	1,500.00	400.00	172.50	3.28	.....	2,075.78	1,740.94	54	
St. John's	3	6,101.22	1,700.00	400.00	225.00	3.36	.....	2,328.36	3,772.86	38	
St. Joseph	3	4,947.00	1,700.00	.....	165.00	3.76	.....	1,868.76	3,078.33	38	
St. Louis	3	3,879.45	1,500.00	400.00	141.74	2.88	.....	2,044.62	1,834.83	53	
Sault de Ste. Marie	3	7,780.04	1,800.00	549.26	251.42	2.64	.....	2,603.32	5,176.72	33	
South Haven	3	2,991.63	1,300.00	.....	61.15	1.52	.....	1,362.67	1,628.96	46	
Stanton	3	3,486.86	1,500.00	.....	161.25	2.48	.....	1,663.73	1,823.13	48	
Sturgis	3	4,100.78	1,600.00	162.00	78.75	3.20	.....	1,843.95	2,256.83	45	
Tecumseh	3	4,472.64	1,600.00	.....	191.25	2.56	.....	1,793.81	2,678.83	40	
Three Oaks	3	2,658.91	1,100.00	.....	110.25	.24	.....	1,210.49	1,448.42	46	
Three Rivers	3	6,759.85	1,900.00	.....	200.25	4.32	.....	2,104.57	4,655.28	31	
Traverse City	3	6,695.99	1,800.00	500.00	245.90	2.88	.....	2,548.78	4,147.21	40	
Union City	3	2,389.07	1,200.00	.....	126.00	.88	.....	1,326.88	1,062.19	56	
Vassar	3	2,789.03	1,300.00	200.00	144.00	2.08	.....	1,646.08	1,142.95	59	
West Bay City	3	7,174.45	1,800.00	500.00	270.00	11.44	.....	2,581.44	4,593.01	36	
Whitehall	3	2,439.57	1,200.00	.....	127.50	1.20	.....	1,328.70	1,110.87	54	
Williamston	3	2,417.56	1,100.00	.....	90.00	.....	.....	1,190.00	1,227.56	49	
Wyandotte	3	148.18	74.18	.....	.....	.....	.....	74.18	74.00	50	Presidential from June 4, 1889.
Ypsilanti	2	10,944.36	2,200.00	1,300.00	390.00	13.92	.....	3,903.92	7,040.44	36	
Total	.....	1,311,997.59	205,921.59	122,235.97	85,016.21	3,786.06	178,616.54	545,676.97	766,320.62	42	
MINNESOTA.											
Ada	3	2,325.35	1,075.82	.....	98.50	.....	.....	1,174.32	1,151.03	51	
Albert Lea	3	6,073.74	1,800.00	250.00	270.00	3.20	.....	2,323.20	3,750.54	38	
Alexandria	3	3,391.83	1,400.00	100.00	161.25	1.36	.....	1,662.61	1,729.22	49	
Anoka	3	4,916.88	1,600.00	200.00	200.40	6.16	.....	2,006.56	2,910.32	41	
Austin	3	5,831.08	1,800.00	300.00	270.00	6.00	.....	2,376.00	3,455.08	40	
Blue Earth City	3	2,504.11	1,100.00	150.00	111.00	.88	.....	1,361.88	1,142.23	54	
Brainerd	3	8,538.87	1,800.00	400.00	270.00	4.64	.....	2,474.64	6,064.23	29	
Chatfield	3	2,063.62	1,100.00	.....	98.60	.88	.....	1,199.48	864.14	58	
Cloquet	3	2,103.73	807.07	.....	104.38	.16	.....	911.61	1,192.12	43	Presidential from October 7, 1889.
Crookston	3	6,576.59	1,800.00	200.00	270.00	6.48	.....	2,276.48	4,300.11	35	
Detroit City	3	2,508.15	1,100.00	75.97	111.00	.....	.....	1,286.97	1,221.18	51	
Duluth	1	42,340.92	3,600.00	6,001.40	1,450.00	122.74	11,036.42	21,610.56	20,730.36	51	

Mount Vernon	2	17,931.77	2,500.00	600.00	716.00	55.96		3,871.90	14,079.81	21	
Naples	3	2,601.03	1,100.00	450.00	111.00	.40		1,661.40	939.63	64	
Newark	3	9,367.85	1,900.00	800.00	142.50	3.52		2,346.02	7,021.83	25	
New Brighton	2	11,555.81	2,100.00			38.64		2,138.64	9,417.17	19	
Newburgh	2	32,839.13	2,700.00	4,400.00	2,100.00	571.19	9,752.81	19,524.00	13,315.13	59	
New Lebanon	3	4,407.68	1,700.00		53.25	.80		1,757.05	2,650.63	40	
New Paltz	3	1,295.06	578.80		76.04	.32		655.16	639.90	51	Presidential from December 8, 1888.
New Rochelle	3	9,541.37	1,800.00		243.60	25.92		2,068.92	7,472.45	22	
New York	1	5,430,170.84	8,000.00	1,025,268.98	42,278.82	42,384.04	920,160.09	2,038,091.93	3,392,078.91	38	In Government building, $6,812.53, mail-bags
Niagara Falls	2	10,101.69	2,000.00	1,000.00	431.25	21.92		3,453.17	6,648.52	24	
Northport	2	8,865.31	2,000.00		123.61	1.04		2,124.65	6,740.66	24	
North Tarrytown	3	1,991.45	1,000.00		89.25	2.72		1,091.97	899.48	55	
Norwich	2	10,566.24	2,000.00	900.00	720.00	9.14		3,629.14	6,937.10	34	
Norwood	3	2,063.90	1,100.00	350.00	101.25	.72		1,551.97	511.93	75	
Nunda	3	2,372.08	1,200.00	200.00	127.50	.64		1,528.14	843.94	64	
Nyack	3	7,822.12	1,900.00		165.00	15.76		2,080.76	5,741.36	27	
Ogdensburgh	2	13,422.57	2,300.00	1,900.00		20.03	4,866.74	9,086.77	4,335.80	68	In Government building.
Olean	2	14,590.70	2,400.00	1,800.00	1,000.00	23.52	2,334.89	7,558.41	7,038.29	52	
Oneida	2	11,275.99	2,300.00	1,300.00	745.13		1,952.98	6,298.11	4,977.88	56	
Oneonta	2	11,879.85	2,300.00	1,345.79	750.00		2,640.85	7,036.14	4,843.71	59	
Oswego	2	26,626.57	2,700.00	4,432.00		65.28	7,811.01	15,008.29	11,618.28	66	Do.
Owego	2	10,379.59	2,200.00	1,300.00	885.00	59.14	3,086.88	7,531.02	2,848.57	73	
Oxford	3	3,348.21	1,400.00		72.75	.96		1,473.71	1,874.50	44	
Palmyra	3	6,247.11	1,700.00	300.00	195.00	4.56		2,199.56	4,047.55	35	
Patchogue	3	5,219.08	1,600.00		153.75	11.44		1,765.19	3,453.89	34	
Peekskill	2	11,177.64	2,100.00	1,100.00	110.00	36.08		3,346.08	7,831.56	30	
Penn Yan	2	10,342.38	2,100.00	1,100.00	448.78	3.77		3,652.55	6,689.83	35	
Perry	3	3,206.76	1,400.00		165.00	1.36		1,566.36	1,640.40	49	
Phelps	3	2,922.44	1,300.00		140.94	3.04		1,443.98	1,478.46	50	
Philmont	3	306.05	167.58					167.58	138.47	55	Presidential from May 1, 1889.
Plattsburgh	2	10,838.85	2,200.00	1,400.00		1.40	893.65	4,495.05	6,343.80	41	In Government building.
Port Byron	3	2,169.02	1,000.00		101.25			1,101.25	1,067.77	51	
Port Chester	3	8,211.34	1,900.00	75.74	267.75	13.60		2,257.09	5,954.25	27	
Port Henry	3	3,527.50	1,400.00		90.00	2.80		1,492.80	2,034.76	42	
Port Jefferson	3	2,517.25	1,100.00		81.25	2.88		1,184.13	1,333.12	47	
Port Jervis	2	10,067.42	2,200.00	1,081.50	1,000.00	10.32	1,273.88	5,535.70	4,501.72	55	
Port Richmond	3	5,958.58	1,700.00		102.52	8.24		1,810.76	4,147.82	30	
Potsdam	3	7,675.45	1,900.00	300.00	213.75	3.28		2,417.03	5,258.42	31	
Poughkeepsie	1	48,411.42	3,000.00	5,866.67		141.56	7,246.01	16,254.24	32,157.18	34	
Pulaski	3	3,060.78	1,300.00	99.92	95.00	2.64		1,497.56	1,563.22	49	
Randolph	3	2,862.04	1,300.00	150.00	142.50	2.40		1,594.90	1,267.14	56	
Rhinebeck	3	3,289.27	1,400.00	100.00	107.54	6.36		1,613.90	1,675.37	49	
Richfield Springs	3	4,594.12	1,600.00	300.00	172.50	5.28		2,077.78	2,516.34	45	
Riverhead	3	4,425.81	1,600.00		210.00	6.96		1,816.96	2,608.85	41	
Rochester	1	290,049.79	3,700.00	32,219.62	6,200.00	1,649.97	54,080.93	97,850.52	201,199.27	33	
Rome	2	20,429.29	2,500.00	2,200.00	575.00		5,436.21	10,711.21	9,718.08	52	
Rondout	2	11,744.22	2,300.00	1,394.75	525.00	25.83		4,245.58	7,498.64	36	
Rye	3	3,016.06	1,300.00		142.50	3.84		1,446.34	1,569.72	47	
Sag Harbor	3	3,855.73	1,500.00	200.00	127.50	5.76		1,833.26	2,022.47	48	
St. Johnsville	3	1,756.08	850.54		97.25	.88		948.67	807.41	54	Presidential from August 25, 1888.
Salamanca	3	4,847.70	1,600.00	150.00	202.50	6.24		1,958.74	2,888.96	40	

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
MISSISSIPPI.											
Aberdeen	3	$4,191.19	$1,600.00	$250.00	.....	$5.07	.....	$1,855.07	$2,336.62	44	In Government building.
Biloxi	3	227.69	108.79	.....	$9.67	2.88	.....	121.34	106.35	53	Presidential from May 21, 1889.
Brookhaven	3	2,974.51	1,200.00	200.00	97.50	5.37	.....	1,502.87	1,471.64	51	
Canton	3	3,481.15	1,400.00	200.00	161.25	5.20	.....	1,766.45	1,714.70	51	
Columbus	3	6,922.08	1,800.00	500.00	100.95	10.04	.....	2,410.99	4,511.09	35	
Corinth	3	3,008.88	1,300.00	300.00	110.00	1.44	.....	1,711.44	1,297.44	57	
Crystal Springs	3	275.85	123.90	.....	.....	.16	.....	124.06	151.79	45	Presidential from May 21, 1889.
Greenville	3	9,055.57	1,900.00	296.20	270.00	9.76	.....	2,475.96	6,579.61	27	
Grenada	3	3,243.13	1,400.00	250.00	151.79	1.76	.....	1,803.55	1,439.58	56	
Hazlehurst	3	2,466.08	1,100.00	.....	105.00	.80	.....	1,205.80	1,260.28	49	
Holly Springs	3	3,678.37	1,400.00	300.00	161.25	3.92	.....	1,865.17	1,813.20	51	
Jackson	2	10,873.86	2,200.00	1,680.43	.....	36.57	$3,132.52	7,049.52	3,824.34	65	In Government building.
Kosciusko	3	2,363.88	1,100.00	400.00	105.00	1.12	.....	1,606.12	757.76	68	
Macon	3	2,722.88	1,100.00	.....	100.90	1.04	.....	1,201.94	1,520.94	44	
Meridian	2	13,109.69	2,300.00	1,500.00	535.00	313.19	3,394.71	8,042.90	5,066.79	61	
Natchez	2	11,535.28	2,300.00	1,000.00	525.00	36.36	2,018.01	5,879.37	5,655.91	51	
Okolona	3	2,607.84	1,100.00	100.00	95.60	.....	.....	1,295.60	1,312.24	50	
Oxford	3	3,008.12	1,300.00	200.00	.....	2.56	.....	1,502.56	1,505.56	50	Do.
Pass Christian	3	101.87	82.42	.....	.....	.24	.....	82.66	79.21	51	Presidential from June 1, 1889.
Port Gibson	3	2,518.76	1,200.00	.....	100.00	2.80	.....	1,302.80	1,215.96	52	
Starkville	3	2,789.48	1,200.00	99.59	93.75	1.76	.....	1,395.10	1,394.38	50	
Vicksburg	2	19,738.96	2,500.00	3,000.00	1,227.40	617.75	4,329.61	11,674.76	8,064.20	59	
Water Valley	3	2,599.90	1,200.00	.....	96.35	1.44	.....	1,297.79	1,302.11	50	
Wesson	3	2,464.50	1,100.00	.....	95.00	.16	.....	1,195.16	1,269.34	48	
West Point	3	3,482.62	1,500.00	300.00	168.75	5.56	.....	1,974.31	1,508.31	57	
Winona	3	3,195.30	1,200.00	180.00	123.75	46.61	.....	1,550.36	1,644.94	49	
Yazoo City	3	4,802.18	1,600.00	300.00	179.75	14.08	.....	2,093.83	2,708.35	44	
Total	.....	127,500.12	36,315.11	11,056.22	4,613.66	1,127.64	12,874.85	65,987.48	61,512.64	52	
MISSOURI.											
Albany	3	163.08	82.42	27.73	.....	.24	.....	110.39	52.69	68	Presidential from January 1, 1889.
Appleton City	3	2,129.79	1,100.00	100.00	95.01	2.08	.....	1,297.09	823.70	61	
Bethany	3	2,642.83	1,200.00	200.00	120.00	.96	.....	1,520.96	1,121.87	58	
Bolivar	3	2,246.42	1,100.00	199.98	105.00	3.20	.....	1,408.18	838.24	62	
Boonville	3	5,456.99	1,700.00	450.00	157.50	3.60	.....	2,311.10	3,175.89	42	
Bowling Green	3	2,587.77	1,200.00	150.00	81.15	1.84	.....	1,432.99	1,154.78	55	
Brookfield	3	4,862.56	1,600.00	.....	109.56	2.72	.....	1,712.28	3,150.28	35	
Brunswick	3	2,562.53	1,200.00	100.00	120.00	1.28	.....	1,421.28	1,111.25	56	
Butler	3	5,642.07	1,626.00	199.99	199.70	3.04	.....	2,027.73	3,614.34	36	

Franklin	3	3,143.80	1,300.00		144.00	6.40		1,450.40	1,603.40	46	
Fremont	2	11,064.99	2,200.00	1,200.00	477.00	31.48	1,346.24	5,254.72	5,810.27	47	
Galion	3	6,287.55	1,800.00	200.00	110.75	11.20		2,121.95	4,765.60	31	
Gallipolis	3	7,123.39	1,900.00	500.00	180.00	11.92		2,591.92	4,531.47	36	
Garrettsville	3	2,277.49	1,200.00		127.50	1.84		1,329.34	948.15	59	
Geneva	3	2,196.51	800.00	22.50		1.76		824.26	1,372.25	38	Delinquent in first and second quarters, 1889.
Granville	3	3,073.26	1,300.00		108.00	2.00		1,410.00	1,663.26	46	
Greenfield	3	6,662.48	1,600.00	200.00	114.00	3.68		1,917.68	4,744.80	29	
Greenville	3	7,041.82	1,800.00	500.00	270.00	7.52		2,577.52	4,464.30	37	
Hamilton	2	20,050.50	2,500.00	2,776.25	600.00	51.56	5,831.12	11,758.93	8,291.57	59	
Harbor	3	1,508.11	565.22		82.82	1.04		649.08	859.03	43	Presidential from December 8, 1888
Hicksville	3	2,809.80	1,300.00		135.75	1.44		1,437.19	1,372.61	51	
Hillsborough	3	7,077.35	1,800.00	600.00	213.75	5.20		2,618.95	4,458.40	37	
Hiram	3	2,548.22	1,400.00		120.00	.64		1,520.64	1,027.58	60	
Hudson	3	2,465.54	1,100.00		88.03	3.60		1,191.63	1,273.91	48	
Ironton	3	9,803.38	2,200.00	1,200.00	480.00	16.48		3,896.48	5,906.90	40	
Jackson	3	4,726.40	1,600.00	250.00	210.00	3.68		2,063.68	2,662.72	44	
Jamestown	3	1,104.64	584.24		72.22	.73		657.19	447.45	60	Presidential from December 1, 1888.
Jefferson	3	3,319.33	1,400.00	200.00	157.50	3.92		1,761.42	1,557.91	53	
Kent	3	4,489.19	1,700.00	200.00	243.75	6.64		2,150.39	2,338.80	48	
Kenton	2	8,117.99	2,000.00	920.00	80.15	10.00		3,010.15	5,107.84	37	
Lancaster	2	9,188.29	2,000.00	775.00	196.51	20.00		2,991.51	6,196.78	33	
Lebanon	3	8,622.83	1,900.00	300.00	176.25	5.04		2,381.29	6,241.54	28	
Lectonia	3	2,723.49	1,100.00		111.00	5.36		1,216.36	1,507.13	45	
Lima	2	19,348.97	2,500.00	2,500.00	1,600.00	6.00	4,608.08	11,214.08	8,134.89	58	
Logan	3	3,990.06	1,500.00	198.56	165.00	8.48		1,872.04	2,118.02	47	
London	3	4,745.89	1,600.00	250.00	206.05	7.53		2,063.58	2,682.31	43	
Lorain	3	3,766.37	1,300.00	200.00	75.00	2.96		1,577.96	2,188.41	42	
Loudonville	3	2,141.02	1,000.00		101.25	2.24		1,103.49	1,037.53	52	
McConnelsville	3	1,357.24	811.68		49.44	2.26		863.38	493.86	64	Presidential from November 19, 1888.
Mansfield	2	31,839.49	2,700.00	2,950.00	1,150.00	155.83	5,805.88	12,761.71	19,077.78	40	
Marietta	2	11,137.76	2,300.00	1,600.00	505.63	8.60	1,999.07	6,413.30	4,724.46	58	
Marion	2	10,444.95	2,100.00	1,030.00	498.37	1.60		3,629.97	6,814.98	35	
Martin's Ferry	3	4,232.51	1,500.00	150.00	129.00	7.52		1,786.52	2,445.99	42	
Marysville	3	4,765.06	1,600.00		210.00	4.56		1,814.56	2,950.50	38	
Massillon	3	10,971.99	2,200.00	1,400.00	120.00	26.04	2,986.55	6,732.59	4,239.40	61	
Mechanicsburg	2	2,560.53	1,200.00		127.50	1.44		1,328.94	1,231.59	52	
Medina	3	4,618.29	1,600.00	200.00	181.50	4.08		1,985.58	2,632.71	43	
Miamisburgh	3	4,453.27	1,400.00		161.25	4.96		1,566.21	2,887.06	35	
Middlebury	3	1,343.84	606.79		75.02	1.76		683.57	660.27	50	Presidential from December 13, 1888.
Middleport	3	2,896.18	1,300.00		84.75	4.48		1,389.23	1,506.95	48	
Middletown	2	10,839.69	2,000.00	800.00	475.00	12.08	1,748.90	5,035.98	5,803.71	46	
Millersburgh	3	3,058.51	1,400.00		99.05	2.24		1,501.29	1,557.22	49	
Mount Gilead	3	3,059.70	1,300.00		114.71	2.32		1,417.03	1,642.67	46	
Mount Vernon	2	9,552.13	2,100.00	1,290.00	668.90	18.40		4,077.30	5,474.83	43	
Napoleon	3	3,522.04	1,400.00		165.00	8.08		1,573.08	1,948.96	45	
National Military Home	3	3,488.53	1,400.00			3.12		1,403.12	2,085.41	40	
Nelsonville	3	3,506.63	1,400.00	96.15	154.53	4.16		1,654.84	1,851.79	47	
Newark	2	13,789.83	2,300.00	1,600.00	894.00	2.53	4,203.66	9,000.19	4,789.64	65	
New Lexington	3	2,289.31	1,100.00		91.50	5.12		1,196.62	1,092.69	52	
New Lisbon	3	4,153.34	1,500.00	300.00	126.00	5.44		1,931.44	2,221.90	47	

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June* 30,1889—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
MISSOURI—continued.											
Princeton	3	$2,084.86	$1,000.00	$300.00	$97.50	$0.64		$1,398.14	$686.72	67	
Rich Hill	3	4,682.83	1,600.00	200.00	194.15	3.44		1,997.59	2,685.24	43	
Richmond	3	3,349.51	1,400.00	149.40	36.50	1.68		1,587.58	1,761.93	47	
Rolla	3	2,726.09	1,300.00	250.00	139.50	2.48		1,691.98	1,034.11	62	
St. Charles	3	6,149.75	1,700.00	50.00	230.05	9.36		1,989.41	4,160.34	32	
St. Joseph	1	99,943.46	3,300.00	12,750.00	1,460.00	366.30	$14,198.42	32,074.72	67,868.74	33	
St. Louis	1	1,004,971.56	6,000.00	184,955.07	2,273.15	7,430.88	208,178.82	408,837.92	596,133.64	41	In Government building; $3,470.77 for mail bags.
Savannah	3	1,046.13	507.22			1.20		508.42	537.71	49	Presidential, January 15, 1889.
Sedalia	2	20,597.46	2,500.00	2,700.00	555.00	49.12	7,414.29	13,218.41	7,379.05	64	
Shelbina	3	2,568.50	1,200.00	100.00	127.50	1.76		1,429.26	1,139.24	56	
Slater	3	2,902.39	1,400.00		165.00	1.44		1,566.44	1,335.95	54	
Springfield	2	27,826.57	2,600.00	4,480.00	1,050.00	43.68	5,192.79	13,366.47	14,460.10	48	
Stanberry	3	3,407.41	1,500.00	100.00	135.00	1.68		1,736.68	1,670.73	50	
Sweet Springs	3	2,415.54	1,200.00		64.65	2.16		1,266.81	1,148.73	52	
Trenton	3	5,477.99	1,700.00	300.00	251.25	4.56		2,255.81	3,222.18	41	
Troy	3	2,276.17	1,200.00		115.50	.48		1,315.98	960.19	58	
Unionville	3	1,757.78	869.56	90.00	97.50	1.34		1,058.40	699.38	60	
Warrensburgh	3	5,887.20	1,700.00	324.00	20.60	4.72		2,049.32	3,837.88	35	
Washington	3	2,637.60	1,200.00	250.00	116.25	2.64		1,568.89	1,068.71	59	
West Plains	3	3,297.08	1,300.00	400.00	144.00	2.48		1,846.48	1,450.60	56	
Windsor	3	2,277.39	1,100.00	100.00	50.25	1.20		1,251.45	1,025.94	55	
Total		1,876,970.11	127,492.25	284,271.52	17,004.06	10,647.36	297,797.10	737,212.29	1,139,757.82	39	
MONTANA.											
Anaconda	3	7,000.59	1,600.00			2.08		1,602.08	5,398.51	23	
Billings	3	4,039.69	1,500.00	400.00	172.50	1.84		2,074.34	1,965.35	51	
Bozeman	3	6,222.38	1,700.00	600.00	251.25	6.56		2,557.81	3,664.57	41	
Butte City	2	28,222.45	2,600.00	4,181.11		16.00		6,797.11	21,425.34	24	
Deer Lodge City	3	4,029.71	1,400.00		165.00			1,565.00	2,464.71	39	
Dillon	3	4,258.65	1,500.00	360.00	172.50	5.36		1,977.86	2,280.79	46	
Fort Benton	3	2,735.54	1,300.00	100.00	144.00			1,544.00	1,191.54	56	
Great Falls	3	485.79	149.45			.96		150.41	335.38	31	Presidential from May 28, 1889.
Helena	2	37,964.16	2,700.00	5,999.46	1,618.42	24.61	4,256.31	14,598.80	23,365.36	38	
Livingston	3	5,197.53	1,500.00	500.00	159.04	3.28		2,162.32	3,035.21	42	
Marysville	3	2,452.12	1,300.00	8.24	144.00	.16		1,452.40	999.72	59	
Miles City	3	3,984.48	1,600.00	500.00	210.00	1.04		2,311.04	1,673.44	58	
Missoula	3	7,546.00	1,700.00	500.00	236.25	5.52		2,441.77	5,104.23	32	
Phillipsburgh	3	490.60	201.10		28.49	.32		229.91	260.69	47	Presidential from May 1, 1889.

Westerville	3	2,780.99	1,200.00	99.99	116.25	1.28	.....	1,417.52	1,603.21	52	
West Liberty	3	3,155.55	1,560.00	100.00	114.75	.....	.....	1,714.75	1,440.80	54	
Willoughby	3	2,789.12	1,400.00	.....	165.00	.96	.....	1,565.96	1,223.16	56	
Wilmington	3	5,409.44	1,700.00	300.00	225.00	8.40	.....	2,233.40	3,176.04	41	
Wooster	2	11,007.64	2,800.00	1,200.00	717.00	26.86	3,015.85	7,289.71	3,717.93	66	
Xenia	2	10,280.63	2,200.00	1,400.00	537.70	19.28	3,104.68	7,261.66	3,018.97	71	
Youngstown	2	27,489.94	2,700.00	2,900.00	1,200.00	136.41	7,477.52	14,413.93	13,076.01	53	
Zanesville	2	34,133.65	2,800.00	3,575.00	1,000.00	131.75	7,945.34	15,452.09	18,681.56	45	
Total	.....	2,657,754.82	258,528.16	325,481.63	47,117.55	12,014.00	397,687.21	1,040,828.55	1,616,926.27	39	
OREGON.											
Albany	3	5,585.73	1,600.00	200.00	131.25	10.32	.....	1,941.57	3,644.16	35	
Ashland	3	3,347.04	1,200.00	200.00	120.00	1.52	.....	1,521.52	1,825.52	45	
Astoria	3	8,928.22	1,900.00	800.00	.....	9.52	.....	2,709.52	6,218.70	30	In Government building.
Baker City	3	4,599.65	1,500.00	500.00	176.25	4.33	.....	2,180.58	2,419.07	47	
Corvallis	3	3,864.52	1,500.00	225.00	121.50	5.02	.....	1,852.42	2,012.10	48	
East Portland	3	5,709.76	1,600.00	200.00	198.95	13.36	.....	2,011.41	3,698.35	35	
Eugene City	3	4,834.67	1,600.00	200.00	195.27	5.76	.....	2,001.03	2,833.64	41	
La Grande	3	2,926.64	1,100.00	.....	93.75	2.24	.....	1,195.99	1,730.65	41	
McMinnville	3	2,329.54	1,000.00	.....	101.25	2.72	.....	1,103.97	1,225.57	47	
Oregon City	3	2,921.48	1,200.00	25.00	127.23	2.16	.....	1,354.39	1,567.09	46	
Pendleton	3	5,800.97	1,800.00	600.00	126.00	12.48	.....	2,532.48	3,268.49	44	
Portland	1	107,270.03	3,300.00	14,825.41	.....	603.36	13,198.64	31,927.41	75,342.62	30	Do.
Roseburgh	3	2,831.18	1,200.00	250.00	126.75	.40	.....	1,577.15	1,254.03	56	
Salem	2	11,846.17	2,300.00	1,300.00	.66	26.24	2,242.68	5,869.58	5,976.60	50	
The Dalles	3	7,617.17	1,800.00	400.00	270.00	9.04	.....	2,479.04	5,138.13	33	
Total	.....	180,412.78	24,600.00	19,725.41	1,781.96	709.37	15,441.32	62,258.06	118,154.72	35	
PENNSYLVANIA.											
Allegheny	1	65,300.86	3,100.00	6,200.00	1,485.00	977.31	21,371.44	33,133.75	32,167.11	51	
Allentown	2	28,039.95	2,700.00	3,350.00	975.00	100.55	7,432.15	14,557.70	13,482.25	52	
Altoona	2	26,347.84	2,600.00	2,400.00	1,050.00	97.04	7,696.73	13,843.77	12,504.07	53	
Apollo	3	308.56	167.58	16.66	.....	1.04	.....	185.28	123.28	60	Presidential from April 12, 1889.
Ashland	3	4,871.19	1,600.00	.....	200.25	7.28	.....	1,807.53	3,063.57	37	
Athens	3	3,979.47	1,500.60	100.90	171.25	3.36	.....	1,774.61	2,204.86	45	
Bangor	3	2,878.32	1,200.00	.....	127.50	3.28	.....	1,330.78	1,547.54	46	
Barnhart's Mills	3	1,830.38	809.78	.....	96.45	2.88	.....	909.11	921.27	50	Presidential from September 9, 1888.
Beaver	3	2,630.51	1,200.00	.....	113.26	14.80	.....	1,328.06	1,302.45	50	
Beaver Falls	2	12,384.98	2,200.00	922.50	450.00	38.56	3,362.33	6,973.39	5,411.59	56	
Bedford	3	5,203.83	1,600.00	102.00	164.35	4.96	.....	1,931.31	3,272.52	37	
Bellefonte	2	9,984.08	2,000.00	450.00	380.00	11.36	.....	2,841.36	7,142.72	28	
Berwick	3	3,007.27	1,400.00	.....	135.00	4.00	.....	1,539.00	1,468.27	51	
Bethlehem	2	12,785.04	2,300.00	1,450.00	779.99	531.82	3,078.73	8,140.54	4,644.50	64	
Blairsville	3	3,282.91	1,400.00	150.00	112.50	7.92	.....	1,670.42	1,612.49	51	
Bloomsburgh	3	6,428.26	1,800.00	241.50	270.00	10.32	.....	2,321.82	4,106.44	36	
Blossburgh	3	2,333.99	1,100.00	200.00	111.00	1.84	.....	1,412.84	921.15	61	

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
NEBRASKA—cont'd.											
Nelson	3	$2,172.57	$1,100.00		$109.00	$0.64		$1,209.64	$962.93	44	
Norfolk	3	6,064.93	1,700.00	$150.00	251.25	8.56		2,109.81	3,955.12	35	
North Bend	3	1,937.71	1,100.00	62.50	111.00	.48		1,273.98	663.73	66	
North Platte	3	5,084.95	1,700.00	249.96	251.25	1.76		2,202.97	2,881.98	43	
Osceola	3	124.33	82.42					82.42	41.91	66	Presidential from June 1, 1889.
Ogallala	3	2,122.79	1,200.00		114.85			1,314.85	807.94	62	
Omaha	1	222,155.74	8,500.00	28,079.61		553.44	$31,930.07	64,063.12	158,092.62	29	In Government building.
O'Neill	3	3,114.99	1,400.00	250.00	165.00			1,815.00	1,299.99	59	
Ord	3	2,943.45	1,300.00	150.00	76.50	1.60		1,528.10	1,415.35	52	
Orleans	3	2,601.55	1,200.00	150.00	99.00			1,549.00	1,052.55	60	
Pawnee City	3	4,103.27	1,500.00		172.50	2.32		1,674.82	2,428.45	41	
Plattsmouth	2	6,468.40	2,000.00	250.00	270.00	10.20		2,530.20	3,938.20	39	
Plum Creek	3	3,656.66	1,500.00	300.00	127.50	1.04		1,928.54	1,728.12	53	
Ponca	3	1,327.59	584.24	87.50	78.77	.32		750.83	576.76	57	Presidential from December 1, 1888.
Red Cloud	3	4,462.56	1,600.00	300.00	210.00	2.40		2,112.40	2,350.16	47	
Rushville	3	1,727.84	750.00		101.25	.40		851.65	876.19	49	Presidential from October 1, 1888.
St. Paul	3	3,539.05	1,600.00	198.10	131.25			1,929.35	1,609.70	55	
Schuyler	3	4,567.39	1,600.00	250.00	210.00	2.96		2,062.96	2,504.43	45	
Seward	3	4,757.43	1,700.00	150.00	180.00	4.16		2,034.16	2,723.27	43	
Sidney	3	3,574.55	1,500.00	100.00	172.50	1.28		1,773.78	1,800.77	50	
South Omaha	3	15,844.70	1,800.00	400.00	265.50	10.88		2,476.38	13,368.32	16	
Stromsburgh	3	2,844.90	1,100.00	20.00	106.75			1,226.75	1,618.15	43	
Superior	3	3,625.53	1,300.00	150.00	144.00	1.92		1,595.92	2,029.61	44	
Sutton	3	2,555.83	1,300.00		144.00	1.44		1,445.44	1,109.89	57	
Syracuse	3	2,338.59	1,100.00		101.75			1,201.75	1,136.84	51	
Tecumseh	3	3,981.49	1,500.00	200.00	127.50	1.52		1,829.02	2,152.47	46	
Tekamah	3	2,208.71	1,000.00		108.75	.72		1,109.47	1,099.24	50	
Valentine	3	1,849.69	1,100.00	75.00	15.00	1.76		1,191.76	657.93	64	
Wahoo	3	4,393.32	1,600.00	300.00	206.25	4.00		2,110.25	2,283.07	48	
Wayne	3	2,732.50	1,100.00		82.50	.82		1,183.32	1,549.18	43	
Weeping Water	3	3,235.22	1,400.00		159.35	1.60		1,560.95	1,674.27	48	
West Point	3	3,030.85	1,300.00	300.00	144.00	1.92		1,745.92	1,284.93	58	
Wilber	3	2,482.58	1,100.00		111.00	.88		1,211.88	1,270.70	50	
Wymore	3	3,671.64	1,400.00	150.00	165.00	3.36		1,718.36	1,953.28	47	
York	3	7,681.46	1,900.00	300.00	270.00	4.96		2,474.96	5,206.50	32	
Total		628,318.03	116,648.53	53,408.65	14,273.52	1,008.46	55,804.66	241,143.82	387,174.21	38	
NEVADA.											
Austin	3	1,757.93	1,000.00	250.00	101.25			1,351.25	406.68	77	
Carson City	3	6,395.32	1,700.00	700.00	225.00	7.44		2,632.44	3,762.88	41	

Gettysburgh	2	6,062.39	1,700.00	800.00	195.00	7.22		2,702.22	3,360.17	45		
Greencastle	3	2,230.41	1,100.00		105.24	3.20		1,208.44	1,021.97	54		
Greensburgh	2	10,671.34	2,000.00	825.00	195.00	37.65		3,057.65	7,613.69	29		
Greenville	3	6,856.03	1,800.00	100.00	232.50	10.08		2,142.58	4,713.45	31		
Grove City	3	2,611.55	1,100.00		87.46	1.84		1,189.30	1,422.25	46		
Hanover	3	5,296.34	1,600.00	300.00	137.25	7.84		2,045.09	3,251.25	39		
Harrisburg	1	83,870.50	3,100.00	10,800.00		304.48	11,912.34	26,116.82	57,753.68	31		Do.
Hawley	3	2,042.39	1,000.00		22.31	1.76		1,024.07	1,018.32	50		
Hazleton	2	12,199.58	2,300.00	1,340.00	975.00	21.91		4,636.91	7,562.67	38		
Hollidaysburgh	3	4,928.20	1,600.00	100.00	190.99	8.96		1,899.95	3,028.25	38		
Homestead	3	3,482.31	1,400.00		124.55	13.12		1,537.67	1,944.64	44		
Honesdale	3	6,924.71	1,900.00	400.00	270.00	9.04		2,579.04	4,345.67	37		
Houtzdale	3	4,414.73	1,600.00	19.00	176.25	2.88		1,798.13	2,616.60	41		
Hummelstown	3	2,188.99	1,200.00		75.00	2.56		1,277.56	911.43	58		
Huntington	2	12,950.38	2,300.00	1,400.00	400.00	14.32	1,502.42	5,616.74	7,333.64	43		
Indiana	3	6,866.06	1,800.00	600.00	157.50	13.44		2,570.94	4,295.12	37		
Irwin	3	4,070.67	1,600.00	125.00	119.07	9.52		1,853.59	2,217.08	46		
Jermyn	3	163.92	82.42			.16		82.58	81.34	51		Presidential from June 11, 1889.
Jersey Shore	3	2,435.93	1,300.00		144.00	2.88		1,446.88	989.05	59		
Johnstown	2	18,656.52	2,500.00	1,900.00	750.00	84.76	7,056.76	12,291.52	6,365.00	66		
Kane	3	4,256.85	1,500.00		82.50	3.52		1,586.02	2,670.83	37		
Kennett Square	3	3,971.39	1,400.00	100.00	163.95	2.96		1,666.91	2,304.48	41		
Kingston	3	3,419.95	1,400.00	100.00	165.00	4.56		1,669.56	1,750.39	49		
Kittanning	3	6,363.78	1,700.00	200.00	129.00	11.06		2,040.06	4,323.72	32		
Lancaster	2	41,090.61	2,900.00	4,395.51	2,320.00	160.66	9,269.73	19,045.90	22,044.71	46		
Landsdale	3	2,861.99	1,100.00	150.00	65.37	3.68		1,319.05	1,542.94	46		
Latrobe	3	4,885.42	1,600.00	200.00	205.38	10.80		2,016.18	2,869.24	41		
Lebanon	2	16,254.81	2,400.00	1,700.00	1,000.00	42.60	3,592.15	8,734.75	7,520.06	54		
Leechburgh	3	1,675.30	823.37		63.00	4.07		890.44	784.86	53		Presidential from September 4, 1888.
Lehighton	3	2,583.64	1,200.00		115.50	2.56		1,318.06	1,265.58	51		
Lewisburgh	3	6,763.36	1,800.00	300.00	195.00	10.08		2,305.08	4,458.28	34		
Lewistown	3	6,118.45	1,376.62		201.14	5.92		1,583.68	4,534.77	26		
Lititz	3	2,010.33	1,100.00		72.47	2.02		1,174.49	835.84	58		
Lock Haven	2	11,239.24	2,200.00	1,360.00	790.00	29.04		4,379.04	6,860.20	39		
McKeesport	2	12,938.67	1,300.00	1,200.00	600.00	56.28	3,338.62	7,494.90	5,443.77	58		
Mahanoy City	3	6,560.44	1,800.00	412.50	225.00	8.00		2,445.50	4,114.94	37		
Mansfield	3	3,225.58	1,400.00	135.00	165.00	2.24		1,702.24	1,523.34	53		
Marietta	3	3,391.70	1,400.00	100.00	71.10	6.16		1,577.26	1,814.44	47		
Mauch Chunk	3	6,278.28	1,800.00	200.00	249.00	8.32		2,257.32	4,020.96	36		
Meadville	2	17,853.65	2,500.00	2,700.00	1,200.00	76.33	4,034.35	10,510.68	7,343.97	59		
Mechanicsburgh	3	6,051.61	1,700.06	300.00	138.75	6.80		2,145.55	3,906.06	35		
Media	3	6,820.91	1,800.00		232.50	14.08		2,046.58	4,774.33	30		
Mercer	3	4,937.14	1,600.00	400.00	175.50	7.20		2,182.70	2,754.44	44		
Meyersdale	3	2,559.19	1,100.00		93.75	3.12		1,196.87	1,362.32	47		
Middletown	3	4,887.95	1,600.00		187.50	10.06		1,797.56	3,090.37	37		
Mifflinburgh	3	2,418.70	1,100.00		56.25	2.48		1,158.73	1,259.97	48		
Mifflintown	3	2,270.80	1,000.00		93.75	3.20		1,096.95	1,173.85	48		
Millersburgh	3	2,795.31	1,200.00	76.00	47.25	1.84		1,325.09	1,470.22	47		
Milton	3	6,519.92	1,800.00	100.00	207.00	12.88		2,119.88	4,400.04	33		
Minersville	3	519.10	244.51	48.92	31.81	.88		326.12	192.98	63		Presidential from April 31, 1889.
Monongahela City	3	3,622.73	1,400.00	150.00	101.10	9.04		1,660.14	1,962.59	46		
Montrose	3	4,387.08	1,600.00	720.00	207.75	4.00		2,531.75	1,855.33	58		

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
NEW JERSEY—Cont'd.											
Bayonne	3	$1,976.74	$375.00	$75.00	$57.50	$4.32	$1,140.58	$1,652.40	$324.34	84	Changed from "Bergen Point."
*Belvidere	3	2,910.44	1,400.00	.....	102.03	3.12	.....	1,505.15	1,405.29	52	
Bergen Point	3	3,802.74	1,125.00	225.00	115.00	2.52	950.98	2,425.50	1,377.24	64	Changed to "Bayonne."
Beverly	3	2,454.65	1,100.00	.....	96.92	3.12	.....	1,200.04	1,254.61	49	
Bloomfield	3	3,692.66	1,200.00	.....	64.50	2.52	.....	1,274.02	2,418.64	35	
Boonton	3	3,215.76	1,300.00	.....	121.50	6.88	.....	1,428.38	1,787.38	44	
Bordentown	3	5,216.72	1,700.00	400.00	157.50	10.56	.....	2,268.06	2,948.66	43	
Boundbrook	3	1,542.11	642.66	.....	86.47	5.84	.....	734.97	807.14	48	Presidential from December 1, 1888.
Bridgeton	2	12,198.19	2,300.00	900.00	513.75	21.96	3,247.02	6,982.73	5,215.46	57	
Burlington	3	8,103.27	1,900.00	360.00	270.00	16.32	.....	2,546.32	5,556.95	31	
Camden	2	40,428.48	2,900.00	4,362.50	1,525.00	206.17	17,164.05	26,157.72	14,270.76	65	
Cape May	3	5,207.16	1,600.00	100.00	112.50	16.16	.....	1,828.66	3,378.50	35	
Clinton	3	245.12	104.40	.....	.....	.....	.....	104.40	140.72	43	Presidential from May 24, 1889.
Dover	3	5,849.88	1,700.00	200.00	240.00	7.84	.....	2,147.84	3,702.04	37	
East Orange	2	34,915.94	2,600.00	2,142.47	975.00	83.46	5,538.41	11,339.34	23,576.60	32	
Edgewater	3	1,779.75	876.36	.....	29.02	.....	.....	905.38	874.37	51	Presidential from December 1, 1888.
Elizabeth	2	29,307.29	2,700.00	3,700.00	951.68	152.13	10,955.99	18,459.80	10,847.49	63	
Englewood	3	5,063.71	1,600.00	.....	162.40	10.24	.....	1,772.64	3,291.07	35	
Flemington	3	4,192.45	1,500.00	200.00	172.50	2.80	.....	1,875.30	2,317.15	45	
Freehold	3	6,219.55	1,700.00	300.00	194.98	10.16	.....	2,205.14	4,014.41	35	
Gloucester City	3	2,854.33	1,100.00	.....	92.08	5.60	.....	1,197.68	1,656.65	42	
Hackensack	3	12,778.16	1,900.00	.....	221.25	11.12	.....	2,132.37	10,645.79	17	
Hackettstown	3	3,928.92	1,500.00	250.00	150.00	6.08	.....	1,906.08	2,022.84	49	
Haddonfield	3	2,732.67	1,200.00	.....	102.56	4.16	.....	1,306.72	1,425.95	48	
Hammonton	3	3,069.77	1,200.00	.....	116.25	3.04	.....	1,319.29	1,750.48	43	
Hightstown	3	3,594.49	1,400.00	.....	112.50	5.28	.....	1,517.78	2,076.71	42	
Hoboken	2	22,086.83	2,600.00	2,382.78	944.20	105.23	7,868.48	13,900.69	8,186.14	63	
Jersey City	1	119,872.44	3,300.00	11,554.98	.....	625.98	50,814.02	66,294.98	53,577.46	55	In Government building.
Key Port	3	3,467.83	1,400.00	.....	129.75	7.76	.....	1,537.51	1,930.32	45	
Lakewood	3	4,247.57	1,500.00	.....	162.00	12.16	.....	1,674.16	2,573.41	40	
Lambertville	3	4,538.32	1,600.00	200.00	96.00	5.18	.....	1,901.16	2,637.16	42	
Long Branch	3	6,970.78	1,800.00	250.00	270.00	19.92	.....	2,339.92	4,630.86	34	
Long Branch City	3	3,040.34	1,200.00	.....	127.50	9.64	.....	1,337.14	1,703.20	44	
Madison	3	4,192.12	1,600.00	.....	138.75	7.76	.....	1,746.51	2,445.61	42	
Matawan	3	1,497.42	616.85	.....	67.85	2.32	.....	687.02	810.40	46	Presidential from November 12, 1888.
Millington	3	2,478.43	1,400.00	.....	49.01	.40	.....	1,449.41	1,029.02	58	
Millville	3	5,607.27	1,700.00	200.00	251.25	11.12	.....	2,162.37	3,444.90	39	
Mont Clair	2	13,931.18	2,200.00	675.00	375.00	553.52	.....	3,803.52	10,127.66	27	
Moorestown	3	3,911.87	1,500.00	.....	127.50	1.82	.....	1,629.32	2,282.55	42	
Morristown	2	18,987.95	2,500.00	2,200.00	700.00	63.14	2,363.14	7,826.28	11,161.67	41	
Mount Holly	3	6,146.23	1,800.00	.....	232.50	12.32	.....	2,044.82	4,101.41	33	

Shamokin	2	9,739.68	2,000.00	600.00	375.00	518.80	.....	3,493.80	6,245.88	36	
Sharon	3	8,445.30	1,900.00	500.00	270.00	15.20	.....	2,685.20	5,760.10	33	
Sharpsburgh	3	2,652.56	1,200.00	.....	105.00	12.64	.....	1,317.64	1,334.92	50	
Sharpsville	3	2,222.61	1,100.00	.....	94.50	2.16	.....	1,196.66	1,025.95	54	
Shenandoah	2	9,130.80	2,000.00	450.00	281.25	17.76	.....	2,749.01	6,381.85	30	
Shippensburgh	3	4,175.53	1,500.00	300.00	172.50	5.92	.....	1,978.42	2,197.11	47	
Slatington	3	2,563.18	1,100.00	.....	109.50	2.72	.....	1,212.22	1,350.96	47	
Smethport	3	2,531.27	1,100.00	.....	105.00	2.72	.....	1,207.72	1,323.55	48	
Somerset	3	3,274.11	1,400.00	200.00	131.25	3.76	.....	1,735.01	1,539.10	53	
South Bethlehem	3	7,861.34	1,800.00	199.68	198.68	25.36	.....	2,224.02	5,637.32	28	
South Oil City	3	2,713.53	1,200.00	.....	120.15	8.40	.....	1,328.55	1,384.98	49	
Steelton	3	5,279.75	1,700.00	.....	196.07	8.00	.....	1,904.07	3,375.68	56	
Stroudsburgh	3	4,750.18	1,700.00	162.00	129.51	5.52	.....	1,997.03	2,733.15	43	
Sunbury	3	7,076.37	1,800.00	300.00	270.00	24.40	.....	2,394.40	4,681.97	34	
Susquehanna	3	5,138.21	1,600.00	100.00	203.10	5.20	.....	1,908.30	3,229.91	37	
Tamaqua	3	3,891.83	1,500.00	.....	127.24	6.16	.....	1,633.40	2,258.43	42	
Tarentum	3	3,580.06	1,400.00	.....	129.00	14.56	.....	1,543.56	2,042.50	42	
Tidioute	3	3,318.19	1,400.00	200.00	111.75	2.24	.....	1,713.99	1,604.20	53	
Titusville	2	13,795.14	2,500.00	2,199.99	840.00	539.24	3,323.64	9,402.87	4,392.27	68	
Towanda	2	8,817.93	2,100.00	1,100.00	690.00	15.54	.....	3,895.54	4,922.39	44	
Troy	3	3,165.90	1,400.00	.....	83.65	1.92	.....	1,485.57	1,680.43	47	
Tunkhannock	3	3,386.24	1,400.00	200.00	132.82	3.68	.....	1,736.50	1,649.74	51	
Tyrone	3	7,539.30	1,900.00	400.00	270.00	12.80	.....	2,582.80	4,956.50	34	
Union City	3	4,502.39	1,500.00	24.09	150.00	1.92	.....	1,676.91	2,825.48	37	Presidential from September 11, 1888.
Uniontown	3	8,162.99	1,900.00	500.00	270.00	31.44	.....	2,701.44	5,461.55	33	
Warren	2	22,930.18	2,500.00	1,500.00	1,000.00	9.38	2,488.13	7,447.51	15,482.67	32	
Washington	2	12,369.14	2,200.00	1,200.00	339.00	46.64	.....	3,785.64	8,583.50	31	
Watsontown	3	2,927.57	1,300.00	.....	100.50	3.28	.....	1,409.78	1,517.79	48	
Waynesborough	3	6,220.54	1,800.00	300.00	157.50	6.16	.....	2,263.60	3,965.88	36	
Waynesburgh	3	3,641.06	1,500.00	500.00	172.50	8.56	.....	2,181.06	1,460.00	60	
Wellsborough	3	5,347.20	1,700.00	250.00	232.50	6.56	.....	2,189.06	3,158.44	41	
West Chester	2	17,254.28	2,400.00	1,800.00	599.73	518.15	2,599.69	7,917.57	9,336.71	46	
West Grove	2	7,420.43	2,000.00	8.00	152.50	3.84	.....	2,956.34	4,464.09	40	
West Newton	3	3,743.73	1,500.00	.....	166.50	9.28	.....	1,675.78	2,057.95	44	
White Haven	3	2,280.77	1,100.00	.....	109.50	1.92	.....	1,211.42	1,069.35	53	
Wilkes Barre	2	37,577.35	2,800.00	4,400.00	1,285.00	126.86	12,270.76	20,882.62	16,694.73	56	
Wilkinsburgh	3	2,991.77	1,200.00	.....	112.50	19.76	.....	1,332.26	1,659.51	45	
Williamsport	2	37,707.35	2,800.00	4,150.00	1,064.20	157.85	8,686.81	16,858.86	20,848.49	45	
York	2	27,141.05	2,700.00	2,800.00	991.00	4.06	5,458.73	11,953.79	15,187.26	44	
Total	.....	3,019,900.02	314,526.62	551,432.84	61,633.20	23,526.33	888,519.90	1,839,636.89	1,180,261.13	60	
RHODE ISLAND.											
Bristol	3	4,969.09	1,600.00	.....	.....	14.40	.....	1,614.40	3,354.69	33	In Government building.
Central Falls	3	5,001.77	1,700.00	399.99	187.50	9.04	.....	2,296.53	2,705.24	46	
East Greenwich	3	4,250.76	1,700.00	.....	225.00	5.88	.....	1,930.88	2,319.88	45	
East Providence	3	2,223.95	905.71	.....	112.50	8.16	.....	1,026.37	1,197.58	46	Presidential from September 1, 1888.
Lonsdale	3	2,352.18	1,200.09	.....	55.24	.....	.....	1,255.24	1,096.94	53	
Newport	2	31,284.54	2,700.00	3,974.99	.....	202.88	10,371.27	17,249.14	14,035.40	55	In Government building.
Olneyville	3	8,371.35	1,900.00	300.00	168.75	8.88	.....	2,377.63	5,993.72	28	
Pawtucket	2	26,559.13	2,700.00	2,000.00	1,380.00	104.83	6,437.16	13,621.99	12,937.14	51	

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
NEW YORK—cont'd.											
Albany	1	$175,603.11	$3,500.00	$36,400.00	$169.55	$2,167.81	$36,611.61	$78,848.97	$96,754.14	45	In Government building.
Albion	3	7,284.36	1,200.00	499.19	68.00	6.80	.....	2,473.99	4,810.37	34	
Alfred Centre	3	2,632.60	1,200.00	.....	102.00	1.12	.....	1,303.12	1,329.48	50	
Allegany	3	2,159.78	1,000.00	.....	101.25	1.92	.....	1,103.17	1,056.61	51	
Amsterdam	2	18,186.79	2,500.00	2,013.59	1,220.00	83.96	5,053.88	10,871.45	7,315.34	60	
Antwerp	3	2,480.83	1,200.00	.....	127.50	1.52	.....	1,329.02	1,151.81	54	
Attica	3	4,143.02	1,300.00	150.00	157.50	3.20	.....	1,810.70	2,332.32	44	
Auburn	2	34,402.32	2,900.00	4,690.00	1,900.00	136.97	10,046.45	19,673.42	14,728.90	57	
Avon	3	2,734.47	1,200.00	200.00	100.92	2.48	.....	1,503.40	1,231.07	55	
Babylon	3	3,515.55	1,400.00	.....	151.25	6.08	.....	1,557.33	1,958.22	44	
Bainbridge	3	2,916.87	1,300.00	150.00	144.00	.96	.....	1,594.96	1,321.91	55	
Baldwinsville	3	4,714.40	1,600.00	200.00	176.25	4.56	.....	1,980.81	2,733.59	42	
Ballston	3	6,835.61	1,800.00	300.00	270.00	10.88	.....	2,380.88	4,454.73	35	
Batavia	2	13,493.29	2,400.00	1,800.00	1,100.00	29.16	1,553.99	6,883.15	6,610.14	51	
Bath	2	8,509.77	2,000.00	1,100.00	500.00	2.12	.....	3,602.12	4,907.65	42	
Bay Shore	3	3,087.92	1,200.00	.....	127.50	9.12	.....	1,336.62	1,751.30	43	
Belmont	3	2,230.86	1,100.00	.....	101.25	2.24	.....	1,203.49	1,027.37	54	
Binghamton	1	65,174.17	3,100.00	6,789.70	1,699.16	349.24	10,043.23	21,981.33	43,192.84	34	
Bolivar	3	2,055.64	1,100.00	.....	99.00	1.12	.....	1,200.12	855.52	58	
Boonville	3	3,521.98	1,500.00	243.00	131.25	1.44	.....	1,875.69	1,646.29	53	
Brewster	3	3,493.20	1,300.00	.....	144.00	2.72	.....	1,446.72	2,046.48	41	
Brighton	3	6,877.09	1,600.00	.....	98.25	1.36	.....	1,699.61	5,177.48	25	
Brockport	2	9,896.67	2,100.00	800.00	335.00	10.08	.....	3,245.08	6,651.59	33	
Brooklyn	1	656,342.82	5,000.00	106,441.98	18,485.90	6,914.11	302,075.35	438,917.34	217,425.48	67	
Buffalo	1	419,633.99	3,800.00	52,647.74	85.00	1,707.43	91,004.98	149,305.15	270,328.84	36	Do.
Cambridge	3	4,467.13	1,500.00	.....	170.25	2.64	.....	1,672.89	2,794.24	37	
Camden	3	4,094.48	1,500.00	.....	172.50	1.92	.....	1,674.42	2,420.06	41	
Canajoharie	3	5,188.99	1,700.00	200.00	225.00	13.60	.....	2,138.60	3,050.39	41	Do.
Canandaigua	2	11,855.78	2,300.00	1,800.00	.....	19.76	.....	4,119.76	7,736.02	35	
Canastota	3	4,824.30	1,600.00	250.00	198.75	5.36	.....	2,054.11	2,770.19	43	
Canisteo	3	3,029.62	1,300.00	150.00	147.00	1.12	.....	1,598.12	1,431.50	53	
Canton	3	5,465.86	1,600.00	250.00	172.49	3.04	.....	2,025.53	3,440.33	37	
Cape Vincent	3	1,103.03	557.07	.....	74.29	1.04	.....	632.40	470.63	57	Presidential from December 11, 1888.
Carthage	3	4,777.17	1,600.00	500.00	210.00	3.20	.....	2,313.20	2,463.97	48	
Castile	3	2,267.23	1,100.00	.....	103.50	1.92	.....	1,205.42	1,061.81	53	
Catskill	2	9,557.89	2,100.00	1,000.00	380.00	483.67	.....	3,963.67	5,594.22	41	
Cazenovia	3	4,818.37	1,600.00	200.00	181.50	4.64	.....	1,986.14	2,832.23	41	
Chatham	3	4,475.80	1,300.00	400.00	176.25	5.36	.....	2,081.61	2,394.19	47	
City Island	3	5,984.97	1,600.00	.....	162.10	2.32	.....	1,794.42	4,190.55	30	
Clayton	3	2,903.01	1,300.00	.....	144.00	2.40	.....	1,446.40	1,456.61	50	
Clifton Springs	3	4,340.96	1,500.00	.....	168.75	3.28	.....	1,672.03	2,668.93	39	

Wolcott	3	2,307.33	1,100.00	.....	105.00	.88	.....	1,205.88	1,101.45	52	
Yonkers	2	28,681.78	2,700.00	2,864.38	1,728.48	118.48	9,110.65	16,521.99	12,159.79	58	
Total	.....	8,958,684.48	402,578.06	1,430,349.39	148,386.19	63,395.63	1,659,626.98	3,699,336.25	5,259,348.23	41	
NORTH CAROLINA.											
Asheville	2	13,463.64	2,300.00	1,500.00	267.99	37.83	.....	4,105.81	9,357.83	30	
Charlotte	2	17,245.69	2,400.00	2,600.00	800.00	27.87	8,203.91	8,431.78	8,813.91	49	
Concord	3	3,264.57	1,400.00	127.04	140.76	.....	.....	1,667.80	1,596.77	51	
Durham	2	9,494.93	2,100.00	899.18	495.06	558.77	.....	4,053.01	5,441.92	43	
Edenton	3	462.61	229.67	19.00	.....	.24	.....	248.91	213.70	54	Presidential from April 16, 1889.
Elizabeth City	3	2,930.79	1,200.00	100.00	61.75	4.56	.....	1,386.31	1,544.48	47	
Fayetteville	3	5,248.15	1,700.00	400.00	231.00	5.92	.....	2,336.92	2,911.23	45	
Goldsborough	3	5,737.28	1,700.00	825.09	251.25	11.36	.....	2,787.61	2,949.67	49	
Greensborough	2	9,133.59	2,000.00	750.00	.....	16.72	.....	2,766.72	6,366.87	30	In Government building.
Henderson	3	3,881.38	1,500.00	200.00	143.16	3.92	.....	1,847.08	2,034.30	48	
Hickory	3	2,768.82	1,200.00	150.00	112.50	2.11	.....	1,464.61	1,304.21	53	
High Point	3	1,889.30	825.00	112.50	101.63	.56	.....	1,039.69	849.61	55	Presidential from October 1, 1888.
Kinston	3	2,784.35	1,200.00	150.00	127.50	4.02	.....	1,481.52	1,302.83	53	
Lexington	3	1,182.09	584.24	58.33	55.45	.59	.....	698.61	483.48	59	Presidential from December 1, 1888.
Monroe	3	1,075.35	500.00	37.50	21.25	.....	.....	558.75	516.60	52	Presidential from January 1, 1889.
New Berne	3	6,751.26	1,800.00	400.00	225.00	18.16	.....	2,443.16	4,308.10	36	
Oxford	3	4,036.93	1,400.00	300.00	165.00	3.92	.....	1,868.92	2,138.01	47	
Raleigh	2	22,161.51	2,500.00	4,000.00	.....	57.63	4,059.36	10,617.04	11,544.47	48	In Government building.
Reidsville	3	3,976.55	1,500.00	300.00	172.50	1.28	.....	1,973.78	2,002.77	50	
Salem	3	2,818.68	1,200.00	150.00	127.50	.72	.....	1,478.22	1,340.46	52	
Salisbury	3	5,250.32	1,600.00	800.00	210.00	4.80	.....	2,614.80	2,635.52	50	
Shelby	3	2,256.95	1,000.00	300.00	86.05	1.04	.....	1,387.09	869.86	51	
Statesville	3	4,702.65	1,413.46	345.75	112.70	2.96	.....	1,874.87	2,827.78	40	
Tarborough	3	3,658.51	1,400.00	76.00	147.20	4.80	.....	1,628.00	2,030.51	45	
Washington	3	3,161.82	1,400.00	100.00	97.28	5.67	.....	1,602.95	1,558.87	51	
Wilmington	2	25,336.28	2,600.00	3,113.05	1,882.00	77.92	5,425.71	13,098.68	12,237.60	52	
Wilson	3	3,710.52	1,500.00	90.00	156.85	5.60	.....	1,752.45	1,958.07	47	
Winston	2	9,571.01	2,000.00	800.00	350.00	4.24	.....	3,154.24	6,416.77	33	
Total	.....	177,955.53	42,152.37	18,103.35	6,561.38	863.25	12,688.98	80,369.33	97,586.20	.....	
OHIO.											
Ada	3	4,979.04	1,700.00	.....	137.25	5.04	.....	1,842.29	3,136.75	37	
Akron	1	49,018.48	3,000.00	3,691.00	1,570.00	127.02	9,729.31	18,117.33	30,901.15	37	
Alliance	2	9,126.31	2,000.00	725.00	344.90	14.80	.....	3,084.70	6,041.61	34	
Ashland	3	7,030.59	1,800.00	405.00	165.00	8.24	.....	2,378.24	4,652.35	34	
Ashtabula	2	8,269.58	2,000.00	625.00	275.00	11.20	.....	2,911.20	5,358.38	35	
Athens	3	5,694.54	1,800.00	500.00	195.00	9.84	.....	2,504.84	3,189.70	44	
Auburndale	3	2,520.64	915.76	.....	98.25	2.16	.....	1,016.17	1,504.47	40	Presidential from August 1, 1888.
Barnesville	3	4,162.85	1,500.00	300.00	127.50	4.80	.....	1,932.30	2,230.55	46	
Batavia	3	2,116.73	1,000.00	90.00	101.25	2.48	.....	1,193.73	923.00	56	

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Herkimer	3	$5,290.30	$1,600.00	$200.00	$186.55	$6.24	.....	$1,992.79	$3,297.51	38	
Holley	3	2,384.25	1,000.00	.....	101.25	2.16	.....	1,103.41	1,280.84	46	
Homer	3	4,192.42	1,600.00	150.00	210.00	3.04	.....	1,963.04	2,229.38	47	
Honeoye Falls	3	1,187.73	529.79	.....	70.49	.....	.....	600.28	587.45	50	Presidential from December 21, 1888.
Hoosick Falls	2	8,794.25	2,000.00	.....	195.00	21.60	.....	2,216.60	6,577.65	25	
Hornellsville	2	13,678.70	2,400.00	1,425.00	1,200.00	27.86	$4,697.07	9,749.93	3,928.77	71	
Horseheads	3	2,546.93	1,200.00	.....	93.25	2.95	.....	1,296.20	1,250.73	51	
Hudson	2	14,472.17	2,400.00	1,900.00	1,063.92	29.05	3,773.40	9,166.37	5,305.80	63	
Huntington	3	4,868.26	1,500.00	.....	141.00	1.52	.....	1,642.52	3,225.74	34	
Ilion	3	5,580.93	1,700.00	.....	176.25	5.68	.....	1,881.93	3,699.00	34	
Irvington	3	2,641.35	1,300.00	.....	.....	8.40	.....	1,308.40	1,332.95	50	
Islip	3	3,236.45	1,400.00	.....	151.25	3.52	.....	1,554.77	1,681.68	48	
Ithaca	2	25,091.74	2,700.00	3,937.90	1,750.23	64.27	4,829.60	13,282.00	11,809.74	52	
Jamaica	3	4,680.76	1,600.00	150.00	211.00	13.52	.....	1,974.52	2,706.24	42	
Jamestown	2	28,108.17	2,700.00	2,700.00	1,415.00	80.56	5,919.92	12,815.48	15,292.69	46	
Johnstown	2	10,946.37	2,100.00	900.00	610.00	524.14	.....	4,134.14	6,812.23	38	
Katonah	3	2,125.58	1,100.00	.....	111.00	1.84	.....	1,212.84	912.74	57	
Keeseville	3	2,899.12	1,300.00	250.00	144.00	1.68	.....	1,695.68	1,203.44	59	
Kingston	2	11,876.08	2,300.00	1,400.00	735.00	129.29	.....	4,564.29	7,311.79	38	
Le Roy	2	8,204.55	2,100.60	1,000.00	320.00	4.16	.....	3,424.16	4,780.39	42	
Lima	3	1,315.33	642.66	.....	111.00	80	.....	754.46	560.87	57	Presidential from December 1, 1888.
Little Falls	2	13,111.75	2,300.00	1,600.00	804.00	61.11	4,095.45	8,860.56	4,251.19	68	
Lockport	2	21,839.36	2,600.00	3,150.00	1,160.00	105.58	5,577.71	12,593.29	9,246.07	58	
Long Island City	3	17,650.63	1,700.00	1,300.00	270.00	26.96	5,703.28	9,000.24	8,650.39	51	
Lowville	3	5,730.26	1,700.60	350.00	250.52	4.32	.....	2,304.84	3,425.42	40	
Lyons	3	6,428.76	1,800.00	300.00	157.50	7.44	.....	2,264.94	4,163.82	35	
Malone	2	9,091.58	2,000.00	800.00	320.00	4.84	.....	3,124.84	5,967.24	34	
Mamaroneck	3	1,729.64	600.00	.....	.....	.56	.....	600.56	1,129.08	35	Delinquent in third and fourth quarters.
Matteawan	3	3,914.77	1,500.00	200.00	172.50	6.80	.....	1,879.30	2,035.47	48	
Mayville	3	2,356.89	1,100.00	66.00	103.50	2.48	.....	1,271.98	1,084.91	54	
Mechanicsville	3	3,371.23	1,400.00	150.00	127.50	3.68	.....	1,681.18	1,690.05	50	
Medina	3	6,922.39	1,800.00	129.16	165.00	6.56	.....	2,100.72	4,821.67	30	
Mexico	3	3,244.12	1,300.00	200.00	144.00	1.84	.....	1,645.84	1,598.28	49	
Middletown	2	17,034.68	2,500.00	1,900.00	1,400.00	38.08	4,511.27	10,349.35	6,685.33	61	
Millerton	3	2,680.50	1,300.00	250.00	138.75	1.84	.....	1,690.59	989.91	63	
Monticello	3	2,567.07	1,200.00	262.00	78.30	2.16	.....	1,542.46	1,024.61	60	
Moravia	3	2,897.94	1,200.00	.....	99.04	1.44	.....	1,300.48	1,597.46	45	
Morristown	3	10,270.96	1,800.00	300.00	120.00	.32	.....	2,220.32	8,050.64	22	
Mount Kisco	3	2,183.54	1,100.00	.....	72.94	2.08	.....	1,175.02	1,008.52	54	
Mount Morris	3	4,293.19	1,600.00	300.00	210.00	2.56	.....	2,112.56	2,180.63	49	

Franklin	3	3,143.80	1,300.00		144.00	6.40		1,450.40	1,633.40	46	
Fremont	2	11,064.99	2,200.00	1,200.00	477.00	31.48	1,346.24	5,254.72	5,810.27	47	
Galion	3	6,287.55	1,800.00	200.00	110.75	11.20		2,121.95	4,765.60	31	
Gallipolis	3	7,123.39	1,900.00	500.00	180.00	11.92		2,591.92	4,531.47	36	
Garrettsville	3	2,277.49	1,200.00		127.50	1.84		1,329.34	948.15	59	
Geneva	3	2,196.51	800.00	22.50		1.76		824.26	1,372.25	38	Delinquent in first and second quarters, 1889.
Granville	3	3,073.26	1,300.00		108.00	2.00		1,410.00	1,663.26	46	
Greenfield	3	6,662.48	1,600.00	200.00	114.00	3.68		1,917.68	4,744.80	29	
Greenville	3	7,041.82	1,800.00	500.00	270.00	7.52		2,577.52	4,464.30	37	
Hamilton	2	20,050.50	2,500.00	2,776.25	600.00	51.56	5,831.12	11,758.93	8,291.57	59	
Harbor	3	1,508.11	565.22		82.82	1.04		648.08	859.03	43	Presidential from December 8, 1888
Hicksville	3	2,809.80	1,300.00		135.75	1.44		1,437.19	1,372.61	51	
Hillsborough	3	7,077.35	1,800.00	600.00	213.75	5.20		2,618.95	4,458.40	37	
Hiram	3	2,548.22	1,400.00		120.00	.64		1,520.64	1,027.58	60	
Hudson	3	2,465.54	1,100.00		88.08	3.60		1,191.63	1,273.91	48	
Ironton	3	9,803.38	2,200.00	1,200.00	480.00	16.48		3,896.48	5,906.90	40	
Jackson	3	4,726.40	1,600.00	250.00	210.00	3.68		2,063.68	2,662.72	44	
Jamestown	3	1,104.64	584.24		72.22	.73		657.19	447.45	60	Presidential from December 1, 1888.
Jefferson	3	3,319.33	1,400.00	200.00	157.50	3.92		1,761.42	1,557.91	53	
Kent	3	4,489.19	1,700.00	200.00	243.75	6.64		2,150.39	2,338.80	48	
Kenton	2	8,117.99	2,000.00	920.00	80.15	10.00		3,010.15	5,107.84	37	
Lancaster	2	9,188.29	2,000.00	775.00	196.51	20.00		2,991.51	6,196.78	33	
Lebanon	3	8,622.83	1,900.00	300.00	176.25	5.04		2,381.29	6,241.54	28	
Lectonia	3	2,723.49	1,100.00		111.00	5.36		1,216.36	1,507.13	45	
Lima	2	19,348.97	2,500.00	2,500.00	1,600.00	6.00	4,608.08	11,214.08	8,134.89	58	
Logan	3	3,990.06	1,500.00	198.56	165.00	8.48		1,872.04	2,118.02	47	
London	3	4,745.89	1,600.00	250.00	206.05	7.53		2,063.58	2,682.31	43	
Lorain	3	3,766.37	1,300.00	200.00	75.00	2.96		1,577.96	2,188.41	42	
Loudonville	3	2,141.02	1,000.00		101.25	2.24		1,103.49	1,037.53	52	
McConnelsville	3	1,357.24	811.68		49.44	2.26		863.38	493.86	64	Presidential from November 19, 1888.
Mansfield	2	31,839.49	2,700.00	2,950.00	1,150.00	155.83	5,805.88	12,761.71	19,077.78	40	
Marietta	2	11,137.76	2,300.00	1,600.00	505.63	8.60	1,999.07	6,413.30	4,724.46	58	
Marion	2	10,444.95	2,100.00	1,030.00	498.37	1.60		3,629.97	6,814.98	35	
Martin's Ferry	3	4,232.51	1,500.00	150.00	129.00	7.52		1,786.52	2,445.99	42	
Marysville	3	4,765.06	1,600.00		210.00	4.56		1,814.56	2,950.50	38	
Massillon	3	10,971.99	2,200.00	1,400.00	120.00	26.04	2,986.55	6,732.59	4,239.40	61	
Mechanicsburg	2	2,560.53	1,200.00		127.50	1.44		1,328.94	1,231.59	52	
Medina	3	4,618.29	1,600.00	200.00	181.50	4.08		1,985.58	2,632.71	43	
Miamisburgh	3	4,453.27	1,400.00		161.25	4.96		1,566.21	2,887.06	35	
Middlebury	3	1,343.84	606.79		75.02	1.76		683.57	660.27	50	Presidential from December 13, 1888.
Middleport	3	2,896.18	1,300.00		84.75	4.48		1,389.23	1,506.95	48	
Middletown	2	10,839.69	2,000.00	800.00	475.00	12.08	1,748.90	5,036.98	5,803.71	46	
Millersburgh	3	3,058.51	1,400.00		99.05	2.24		1,501.29	1,557.22	49	
Mount Gilead	3	3,059.70	1,300.00		114.71	2.32		1,417.03	1,642.67	46	
Mount Vernon	2	9,552.13	2,100.00	1,290.00	668.90	18.40		4,077.30	5,474.83	43	
Napoleon	3	3,522.04	1,400.00		165.00	8.08		1,573.08	1,948.96	45	
National Military Home	3	3,488.53	1,400.00			3.12		1,403.12	2,085.41	40	
Nelsonville	3	3,506.63	1,400.00	96.15	154.53	4.16		1,654.84	1,851.79	47	
Newark	2	13,789.83	2,800.00	1,600.00	894.00	2.53	4,203.66	9,000.19	4,789.64	65	
New Lexington	3	2,289.31	1,100.00		91.50	5.12		1,196.62	1,092.69	52	
New Lisbon	3	4,153.34	1,500.00	300.00	126.00	5.44		1,931.44	2,221.90	47	

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June* 30, 1889—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
NEW YORK—cont'd.											
Salem	3	$3,128.21	$1,400.00	.....	$146.25	$2.24	.....	$1,548.49	$1,579.72	50	
Sandy Hill	3	3,959.52	1,600.00	.....	210.00	3.52	.....	1,813.52	2,146.00	46	
Saratoga Springs	2	27,362.36	2,700.00	$3,300.00	1,717.88	244.45	$6,266.43	14,228.26	13,134.10	52	
Saugerties	3	6,046.96	1,700.00	349.98	251.25	7.92	.....	2,309.15	3,737.81	38	
Schenectady	2	18,897.79	2,500.00	2,400.00	1,200.00	569.38	5,438.17	12,107.55	6,590.24	64	
Schoharie	3	2,084.91	1,100.00	.....	101.25	1.76	.....	1,203.01	881.90	58	
Seneca Falls	2	13,793.38	2,400.00	1,240.00	811.50	406.96	2,038.59	6,897.05	6,896.33	50	
Sherburne	3	2,471.04	1,200.00	.....	99.31	6.76	.....	1,306.07	1,164.97	53	
Sidney	3	2,241.24	823.37	82.47	101.25	1.60	.....	1,008.69	1,232.55	45	Presidential from September 4, 1888.
Silver Creek	3	4,141.79	1,515.21	.....	101.25	2.08	.....	1,618.54	2,523.25	39	Presidential from August 10, 1888.
Sing Sing	2	11,048.20	2,200.00	1,000.00	575.00	22.96	.....	3,797.96	7,250.24	34	
Skaneateles	3	3,929.53	1,500.00	.....	161.25	1.68	.....	1,662.93	2,266.60	42	
Springville	3	3,520.15	1,400.00	200.00	146.25	1.20	.....	1,747.45	1,772.70	50	
Stapleton	3	6,612.08	1,700.00	.....	202.50	22.08	.....	1,924.58	4,687.50	29	
Suspension Bridge	3	4,420.46	1,600.00	1,758.00	.....	5.84	.....	3,363.84	1,056.62	76	In Government building.
Syracuse	1	130,223.20	3,400.00	19,518.52	3,538.00	981.29	28,479.76	55,917.57	74,305.63	42	Do.
Tarrytown	3	7,037.65	1,900.00	.....	174.00	35.68	.....	2,109.68	4,927.97	30	
Ticonderoga	3	3,325.64	1,400.00	.....	146.25	2.88	.....	1,549.13	1,776.51	44	
Tompkinsville	3	3,750.97	1,300.00	.....	144.00	14.32	.....	1,458.32	2,292.65	39	
Tonowanda	2	9,544.55	2,300.00	1,480.00	451.30	14.88	.....	4,166.18	5,378.37	44	
Troy	1	100,631.02	3,330.00	16,943.39	3,721.88	1,126.93	29,401.64	54,498.84	46,137.18	54	
Trumansburgh	3	2,729.98	1,400.00	.....	116.25	.96	.....	1,517.21	1,212.77	56	
Unadilla	3	2,551.48	1,200.00	.....	72.00	1.68	.....	1,273.68	1,277.80	50	
Union Springs	3	2,167.57	1,100.00	.....	103.50	1.04	.....	1,204.54	963.03	56	
Utica	1	76,619.26	3,100.00	9,895.00	.....	226.84	18,521.81	31,743.15	44,876.11	41	Do.
Walden	3	2,750.89	1,200.00	.....	122.30	1.60	.....	1,323.90	1,426.49	48	
Walton	3	3,641.93	1,500.00	200.00	145.50	.....	.....	1,845.50	1,796.43	51	
Wappinger's Falls	3	3,482.35	1,500.00	.....	170.76	3.60	.....	1,674.36	1,807.99	48	
Warsaw	3	6,026.32	1,800.00	300.00	225.00	2.96	.....	2,327.96	3,698.36	39	
Warwick	3	3,321.04	1,400.00	100.00	146.25	2.96	.....	1,649.21	1,671.83	50	
Waterford	3	3,022.22	1,125.00	.....	87.50	3.60	.....	1,216.10	1,806.12	40	Delinquent in second quarter, 1889.
Waterloo	3	7,396.73	1,900.00	100.00	270.00	8.56	.....	2,278.56	5,118.17	30	
Watertown	2	25,310.74	2,600.00	3,500.00	1,298.30	128.83	6,168.08	13,695.21	11,615.53	54	
Waterville	3	4,057.61	1,500.00	.....	159.49	2.80	.....	1,662.29	2,395.32	41	
Watkins	3	4,557.21	1,600.00	243.00	153.75	4.96	.....	2,001.71	2,555.50	44	
Waverly	2	8,617.48	2,000.00	720.00	500.00	9.68	.....	3,229.68	5,387.80	37	
Weedsport	3	3,806.25	1,500.00	.....	165.00	2.72	.....	1,667.72	2,138.53	44	
Wellsville	3	6,102.85	1,800.00	400.00	258.15	5.60	.....	2,463.75	3,639.10	40	
West Chester	3	4,479.04	1,600.00	.....	210.00	3.44	.....	1,813.44	2,665.60	40	
Westfield	3	4,187.52	1,600.00	200.00	150.00	2.24	.....	1,952.24	2,235.28	47	
West New Brighton	2	9,792.32	2,100.00	.....	.....	17.28	.....	2,117.28	7,675.04	22	

West Liberty	3	3,155.55	1,560.00	100.00	114.75	.....	.....	1,714.75	1,440.80	54	
Willoughby	3	2,789.12	1,400.00	.....	165.00	.96	.....	1,565.96	1,223.16	56	
Wilmington	3	5,409.44	1,700.00	300.00	225.00	8.40	.....	2,233.40	3,176.04	41	
Wooster	2	11,007.64	2,300.00	1,200.00	717.00	26.86	3,015.85	7,289.71	3,717.93	66	
Xenia	2	10,280.63	2,200.00	1,400.00	537.70	19.28	3,104.68	7,261.66	3,018.97	71	
Youngstown	2	27,489.94	2,700.00	2,900.00	1,200.00	136.41	7,477.52	14,413.93	13,076.01	53	
Zanesville	2	34,133.65	2,800.00	3,575.00	1,000.00	131.75	7,945.34	15,452.09	18,681.56	45	
Total	.....	2,657,754.82	258,528.16	325,481.63	47,117.55	12,014.00	397,687.21	1,040,828.55	1,616,926.27	39	
OREGON.											
Albany	3	5,585.73	1,600.00	200.00	131.25	10.32	.....	1,941.57	3,644.16	35	
Ashland	3	3,347.04	1,200.00	200.00	120.00	1.52	.....	1,521.52	1,825.52	45	
Astoria	3	8,928.22	1,900.00	800.00	.....	9.52	.....	2,709.52	6,218.70	30	In Government building.
Baker City	3	4,599.65	1,500.00	500.00	176.25	4.33	.....	2,180.58	2,419.07	47	
Corvallis	3	3,864.52	1,500.00	225.00	121.50	5.92	.....	1,852.42	2,012.10	48	
East Portland	3	5,709.76	1,600.00	200.00	198.95	13.36	.....	2,011.41	3,698.35	35	
Eugene City	3	4,834.67	1,600.00	200.00	195.27	5.76	.....	2,001.03	2,833.64	41	
La Grande	3	2,926.64	1,100.00	.....	93.75	2.24	.....	1,195.99	1,730.65	41	
McMinnville	3	2,329.54	1,000.00	.....	101.25	2.72	.....	1,103.97	1,225.57	47	
Oregon City	3	2,921.48	1,200.00	25.00	127.28	2.16	.....	1,354.39	1,567.09	46	
Pendleton	3	5,200.97	1,800.00	600.00	120.00	12.48	.....	2,532.48	3,268.49	44	
Portland	1	107,270.03	3,300.00	14,825.41	.....	603.36	13,198.64	31,927.41	75,342.62	30	Do.
Roseburgh	3	2,831.18	1,200.00	250.00	126.75	.40	.....	1,577.15	1,254.03	56	
Salem	2	11,846.17	2,300.00	1,300.00	.66	26.24	2,242.68	5,869.58	5,976.60	50	
The Dalles	3	7,617.17	1,800.00	400.00	270.00	9.04	.....	2,479.04	5,138.13	33	
Total	.....	180,412.78	24,600.00	19,725.41	1,781.96	709.37	15,441.32	62,258.06	118,154.72	35	
PENNSYLVANIA.											
Allegheny	1	65,300.86	3,100.00	6,200.00	1,485.00	977.31	21,371.44	33,133.75	32,167.11	51	
Allentown	2	28,039.95	2,700.00	3,350.00	975.00	100.55	7,432.15	14,557.70	13,482.25	52	
Altoona	2	26,347.84	2,600.00	2,400.00	1,050.00	97.04	7,696.73	13,843.77	12,504.07	53	
Apollo	3	308.56	167.58	16.66	.....	1.04	.....	185.28	123.28	60	Presidential from April 12, 1880.
Ashland	3	4,871.10	1,600.00	.....	200.25	7.28	.....	1,807.53	3,063.57	37	
Athens	3	3,979.47	1,500.00	100.00	171.25	3.36	.....	1,774.61	2,204.86	45	
Bangor	3	2,878.32	1,200.00	.....	127.50	3.28	.....	1,330.78	1,547.54	46	
Barnhart's Mills	3	1,630.38	809.78	.....	96.45	2.88	.....	909.11	921.27	50	Presidential from September 9, 1888.
Beaver	3	2,630.51	1,200.00	.....	113.26	14.80	.....	1,328.06	1,302.45	50	
Beaver Falls	2	12,384.98	2,200.00	922.50	450.00	38.56	3,362.33	6,973.39	5,411.59	56	
Bedford	3	5,203.83	1,600.00	102.00	164.35	4.96	.....	1,931.31	3,272.52	37	
Bellefonte	2	9,984.08	2,000.00	450.00	380.00	11.36	.....	2,841.36	7,142.72	28	
Berwick	3	3,007.27	1,400.00	.....	135.00	4.00	.....	1,539.00	1,468.27	51	
Bethlehem	2	12,785.04	2,300.00	1,450.00	779.99	531.82	3,076.73	8,140.54	4,644.50	64	
Blairsville	3	3,282.91	1,400.00	150.00	112.50	7.92	.....	1,670.42	1,612.49	51	
Bloomsburgh	3	6,428.26	1,800.00	241.50	270.00	10.32	.....	2,321.82	4,106.44	36	
Blossburgh	3	2,333.99	1,100.00	200.00	111.00	1.84	.....	1,412.84	921.15	61	

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June* 30, 1889—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
OHIO—continued.											
Bellaire	2	$8,918.41	$2,100.00	$1,000.00	$492.62	$31.68		$3,614.30	$5,304.11	41	
Bellefontaine	3	7,368.92	1,800.00	800.00	157.50	8.48		2,765.98	4,602.94	38	
Bellevue	3	5,060.59	1,600.00	200.00	210.00	4.96		2,014.96	3,045.63	40	
Berea	3	4,030.21	1,500.00		109.50	4.64		1,614.14	2,416.07	40	
Bowling Green	3	4,471.19	1,500.00	200.00	162.00	3.84		1,865.84	2,605.35	42	
Bridgeport	3	4,283.61	1,500.00	200.00	110.25	7.28		1,817.53	2,466.08	42	
Bryan	3	5,216.43	1,700.00	250.00	251.25	5.92		2,207.17	3,009.26	42	
Bucyrus	2	8,698.06	2,000.00	725.00	318.75	18.62		3,061.77	5,636.29	35	
Cadiz	3	4,513.02	1,600.00	400.00	203.91	5.68		2,209.59	2,303.43	49	
Caldwell	3	1,212.59	562.50	83.75	49.65	2.20		698.10	514.49	58	Presidential from December 9, 1888.
Cambridge	3	6,310.43	1,700.00	350.00	243.75	12.24		2,305.99	4,004.44	37	
Camden	3	243.70	156.59			.08		156.67	87.03	64	Presidential from May 5, 1889.
Canal Dover	3	3,627.35	1,400.00	150.00	101.20	3.76		1,654.96	1,972.39	46	
Canton	2	37,401.13	2,800.00	3,200.00	1,164.18	137.01	$7,880.68	15,181.87	22,219.26	41	
Cardington	3	3,177.40	1,300.00		138.75	1.71		1,440.46	1,736.94	45	
Carey	3	1,042.43	500.00	100.00	67.50	.80		668.30	374.13	64	Presidential from January 1, 1889.
Celina	3	2,859.65	1,300.00		128.88	5.04		1,433.43	1,426.23	50	
Chagrin Falls	3	2,381.86	1,100.00	125.00	111.00	2.24		1,338.24	1,043.62	56	
Chardon	3	2,318.08	1,100.00	100.00	111.00	1.60		1,312.60	1,005.48	57	
Chillicothe	2	14,705.75	2,400.00	2,000.00	1,000.00	44.18	3,264.57	8,708.75	5,997.00	59	
Cincinnati	1	748,281.49	6,000.00	125,707.32	1,382.50	5,456.12	126,892.29	265,438.23	482,843.26	35	In Government building.
Circleville	3	7,955.99	1,900.00	500.00	270.00	20.80		2,690.80	5,265.19	34	
Cleveland	1	411,902.75	3,800.00	57,199.36	14.10	2,153.14	81,362.29	144,528.89	267,373.86	35	Do.
Clyde	3	3,687.86	1,400.00	200.00	165.00	6.80		1,771.80	1,916.06	48	
Columbiana	3	2,481.96	1,100.00		57.75	4.24		1,161.99	1,319.97	47	
Columbus	1	156,328.15	3,400.00	20,440.00		785.08	27,899.18	52,524.26	103,803.89	34	Do.
Columbus Grove	3	2,117.07	1,100.00	60.00	102.75	1.76		1,264.51	852.56	60	
Conneaut	3	4,758.62	1,600.00		194.65	3.28		1,797.93	2,960.69	38	
Coshocton	3	5,285.87	1,700.00	350.00	231.16	8.32		2,289.48	2,996.39	43	
Covington	3	2,283.54	1,100.00	100.00	102.00	1.84		1,303.84	979.70	57	
Crestline	3	2,815.14	1,300.00	350.00	112.50	4.00		1,766.50	1,048.64	63	
Cuyahoga Falls	3	3,773.99	1,500.00		145.50	3.20		1,648.70	2,125.29	44	
Dayton	1	105,901.33	3,200.00	10,400.00	3,281.00	332.78	17,831.23	35,045.01	70,856.32	33	
Defiance	2	9,146.00	2,000.00	700.00	223.50	12.00		2,935.50	6,210.50	32	
Delaware	2	12,542.43	2,300.00	1,600.00	675.00	27.28	2,687.13	7,289.41	5,253.02	58	
Delphos	3	4,262.78	1,500.00	249.32	172.50	6.24		1,928.06	2,334.72	45	
East Liverpool	2	12,000.35	2,300.00	1,100.00	712.46	25.55		4,138.01	7,862.34	34	
Eaton	3	3,682.90	1,500.00	200.00	191.75	4.64		1,896.39	1,786.51	51	
Elyria	2	9,620.90	2,100.00	985.00	650.00	18.85	1,163.79	4,917.64	4,703.26	51	
Findlay	2	19,269.40	2,400.00	1,400.00	500.00	500.28	3,031.03	7,831.93	11,437.47	41	
Fostoria	3	10,457.80	2,200.00	1,080.00	267.00	22.92		3,569.92	6,887.88	34	

Gettysburgh	2	6,062.39	1,700.00	800.00	195.00	7.22		2,702.22	3,360.17	45		
Greencastle	3	2,230.41	1,100.00		105.24	3.20		1,208.44	1,021.97	54		
Greensburgh	2	10,671.34	2,000.00	825.00	195.00	37.65		3,057.65	7,613.69	29		
Greenville	3	6,856.03	1,800.00	100.00	232.50	10.08		2,142.58	4,713.45	31		
Grove City	3	2,611.55	1,100.00		87.46	1.84		1,189.30	1,422.25	46		
Hanover	3	5,296.34	1,600.00	300.00	137.25	7.84		2,045.09	3,251.25	39		
Harrisburg	1	83,870.50	3,100.00	10,800.00		304.48	11,912.34	26,116.82	57,753.68	31		Do.
Hawley	3	2,042.39	1,000.00		22.31	1.76		1,024.07	1,018.32	50		
Hazleton	2	12,199.58	2,300.00	1,340.00	975.00	21.91		4,636.91	7,562.67	38		
Hollidaysburgh	3	4,928.20	1,600.00	100.00	190.99	8.96		1,899.95	3,028.25	38		
Homestead	3	3,482.31	1,400.00		124.55	13.12		1,537.67	1,944.64	44		
Honesdale	3	6,924.71	1,900.00	400.00	270.00	9.04		2,579.04	4,345.67	37		
Houtzdale	3	4,414.73	1,600.00	19.00	176.25	2.88		1,798.13	2,616.60	41		
Hummelstown	3	2,188.99	1,200.00		75.00	2.56		1,277.56	911.43	58		
Huntington	2	12,960.38	2,300.00	1,400.00	400.00	14.32	1,502.42	5,616.74	7,333.64	43		
Indiana	3	6,866.06	1,800.00	600.00	157.50	13.44		2,570.94	4,295.12	37		
Irwin	3	4,070.67	1,600.00	125.00	119.07	9.52		1,853.59	2,217.08	46		
Jermyn	3	163.92	82.42			.16		82.58	81.34	51		Presidential from June 11, 1889.
Jersey Shore	3	2,435.93	1,300.00		144.00	2.88		1,446.88	989.05	59		
Johnstown	2	18,656.52	2,500.00	1,900.00	750.00	84.76	7,056.76	12,291.52	6,365.00	66		
Kane	3	4,256.85	1,500.00		82.50	3.52		1,586.02	2,670.83	37		
Kennett Square	3	3,971.39	1,400.00	100.00	163.95	2.96		1,666.91	2,304.48	41		
Kingston	3	3,419.95	1,400.00	100.00	165.00	4.56		1,669.56	1,750.39	49		
Kittanning	3	6,363.78	1,700.00	200.00	120.00	11.06		2,040.06	4,323.72	32		
Lancaster	2	41,090.61	2,900.00	4,395.51	2,320.00	160.66	9,269.73	19,045.90	22,044.71	46		
Landsdale	3	2,861.99	1,100.00	150.00	65.37	2.68		1,319.05	1,542.94	46		
Latrobe	3	4,885.42	1,600.00	200.00	205.38	10.80		2,016.18	2,869.24	41		
Lebanon	2	16,254.81	2,400.00	1,700.00	1,000.00	42.60	3,592.15	8,734.75	7,520.06	54		
Leechburgh	3	1,675.30	823.37		63.00	4.07		890.44	784.86	58		Presidential from September 4, 1888.
Lehighton	3	2,583.64	1,200.00		115.50	2.56		1,318.06	1,265.58	51		
Lewisburgh	3	6,763.36	1,800.00	300.00	195.00	10.08		2,305.08	4,458.28	34		
Lowistown	3	6,118.45	1,376.62		201.14	5.92		1,583.68	4,534.77	26		
Lititz	3	2,010.33	1,100.00		72.47	2.02		1,174.49	835.84	58		
Lock Haven	2	11,239.24	2,200.00	1,360.00	790.00	29.04		4,379.04	6,860.20	39		
McKeesport	2	12,938.67	1,300.00	1,200.00	600.00	56.28	3,338.62	7,494.90	5,443.77	58		
Mahanoy City	3	6,560.44	1,800.00	412.50	225.00	8.00		2,445.50	4,114.94	37		
Mansfield	3	3,225.58	1,400.00	135.00	165.00	2.24		1,702.24	1,523.34	53		
Marietta	3	3,391.70	1,400.00	100.00	71.10	6.16		1,577.26	1,814.44	47		
Mauch Chunk	3	6,278.28	1,800.00	200.00	249.00	8.32		2,257.32	4,020.96	36		
Meadville	2	17,853.65	2,500.00	2,700.00	1,200.00	76.33	4,034.35	10,510.68	7,342.97	59		
Mechanicsburgh	3	6,051.61	1,700.00	300.00	138.75	6.80		2,145.55	3,906.06	35		
Media	3	6,820.91	1,800.00		232.50	14.08		2,046.58	4,774.33	30		
Mercer	3	4,937.14	1,600.00	400.00	175.50	7.20		2,182.70	2,754.44	44		
Meyersdale	3	2,559.19	1,100.00		93.75	3.12		1,196.87	1,362.32	47		
Middletown	3	4,887.95	1,600.00		187.50	10.06		1,797.58	3,090.37	37		
Mifflinburgh	3	2,418.70	1,100.00		56.25	2.48		1,158.73	1,259.97	48		
Mifflintown	3	2,270.80	1,000.00		93.75	3.20		1,096.95	1,173.85	48		
Millersburgh	3	2,795.31	1,200.00	76.00	47.25	1.84		1,325.09	1,470.22	47		
Milton	3	6,519.92	1,800.00	100.00	207.00	12.88		2,119.88	4,400.04	33		
Minersville	3	519.10	244.51	48.92	31.81	.88		326.12	192.98	63		Presidential from April 31, 1889.
Monongahela City	3	3,622.73	1,400.00	150.00	101.10	9.04		1,660.14	1,962.59	46		
Montrose	3	4,387.08	1,600.00	720.00	207.75	4.00		2,531.75	1,855.33	58		

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
OHIO—continued.											
New London	3	$2,440.25	$1,200.00		$90.00	$0.72		$1,290.72	$1,149.53	53	
New Philadelphia	3	5,401.10	1,700.00	$200.00	133.95	9.04		2,042.99	3,358.11	38	
New Richmond	3	373.73	167.58	33.34		.56		201.48	172.25	54	Presidential from May 1, 1889.
Niles	3	3,149.22	1,300.00		136.56	5.20		1,441.76	1,707.46	46	
Norwalk	2	10,279.30	2,300.00	1,295.00	703.60	2.29	$2,584.76	6,885.65	3,393.65	67	
Oberlin	2	10,504.79	2,200.00	1,000.00	420.00	11.44		3,631.44	6,873.35	35	
Orrville	3	2,569.28	1,200.00		165.00	3.76		1,368.76	1,200.62	51	
Ottawa	3	3,162.84	1,400.00	200.00	146.25	3.28		1,749.53	1,413.31	55	
Oxford	3	4,039.80	1,500.00		150.00	6.16		1,656.16	2,383.14	41	
Painesville	2	13,943.18	2,400.00	1,425.00	385.00	5.49		4,215.49	9,727.69	30	
Paulding	3	2,275.83	980.43		99.30	2.32		1,082.05	1,193.78	48	Presidential from August 10, 1888.
Piqua	2	15,295.89	2,400.00	1,200.00	810.00	19.69	2,683.48	7,113.17	8,182.72	47	
Plymouth	3	69.63	35.71					35.71	33.92	52	Presidential from June 18, 1889.
Pomeroy	3	3,748.96	1,500.00	180.00	138.30	4.64		1,822.94	1,926.02	49	
Port Clinton	3	1,883.13	831.52	88.34	90.36	.96		1,006.18	876.95	53	Presidential from September 1, 1888.
Portsmouth	2	12,529.30	2,300.00	1,500.00	390.00	20.77	3,754.31	7,965.08	4,564.22	64	
Ravenna	3	6,814.55	1,800.00	400.00	270.00	11.68		2,481.68	4,332.87	36	
Richwood	3	2,578.69	1,200.00		68.90	.96		1,269.86	1,308.83	49	
Ripley	3	2,973.52	1,200.00		127.50	2.32		1,329.82	1,643.70	45	
St. Clairsville	3	2,576.15	1,200.00	180.00	112.50	2.08		1,494.58	1,081.57	58	
St. Mary's	3	2,946.17	1,300.00	200.00	63.75	2.72		1,566.47	1,379.70	53	
Salem	2	12,766.34	2,300.00	800.00	75.57		1,935.37	5,110.94	7,655.40	40	
Sandusky	2	18,883.51	2,500.00	3,394.00		97.91	5,320.42	11,318.33	7,565.18	60	In Government building.
Shelby	3	3,440.48	1,400.00		108.75	3.20		1,511.95	1,928.53	44	
Sidney	2	9,584.34	2,100.00	1,100.00	589.53	12.96		3,793.49	5,790.85	40	
Springfield	1	70,589.84	3,200.00	8,701.92	2,533.15	138.20	12,190.95	26,764.22	43,825.62	38	
Steubenville	2	14,759.91	2,400.00	1,250.00	1,051.25	96.46	5,497.78	10,325.49	4,434.42	70	
Tiffin	2	11,767.10	2,300.00	1,300.00	625.00	33.78	3,629.73	7,888.51	3,878.59	67	
Toledo	1	150,052.51	3,400.00	22,139.00		671.85	27,308.76	53,519.61	96,532.90	36	Do.
Troy	2	9,458.54	2,100.00	1,000.00	600.00	13.36		3,713.36	5,745.18	39	
Urichsville	3	3,053.29	1,400.00	162.00	165.00	4.96		1,731.96	1,321.33	57	
Upper Sandusky	3	4,628.22	1,600.00	200.00	43.07	7.36		1,850.43	2,777.79	40	
Urbana	2	10,612.35	2,200.00	1,500.00	386.50	20.72		4,107.22	6,505.13	39	
Van Wert	3	7,590.01	1,800.00	300.00	240.00	7.04		2,347.04	5,242.97	31	
Wadsworth	3	173.93	82.42					82.42	91.51	48	Presidential from June 1, 1889.
Wapakoneta	3	4,652.29	1,600.00	300.00	189.00	6.16		2,095.16	2,557.13	45	
Warren	2	11,690.97	2,300.00	1,350.00	650.00	16.16	930.64	5,246.80	6,453.17	45	
Washington C. H.	2	9,151.07	2,100.00	800.00	329.96	15.28		3,245.24	5,905.83	35	
Wauseon	3	3,759.00	1,500.00		105.52	1.92		1,607.44	2,151.62	43	
Waverly	3	1,295.57	627.72	113.83	49.94	2.48		793.97	501.60	61	Presidential from December 6, 1888.
Wellington	3	5,837.93	1,700.00	200.00	195.00	4.24		2,099.24	3,238.69	39	

Shamokin	2	9,739.68	2,000.00	600.00	375.00	518.80	.....	3,493.80	6,245.88	36	
Sharon	3	8,445.80	1,900.00	500.00	270.00	15.20	.....	2,685.20	5,760.10	33	
Sharpsburgh	3	2,652.56	1,200.00	.....	105.00	12.64	.....	1,317.64	1,334.92	50	
Sharpsville	3	2,222.61	1,100.00	.....	94.50	2.16	.....	1,196.66	1,025.95	54	
Shenandoah	2	9,130.86	2,000.00	450.00	281.25	17.76	.....	2,749.01	6,381.85	30	
Shippensburgh	3	4,175.53	1,500.00	300.00	172.50	5.92	.....	1,978.42	2,197.11	47	
Slatington	3	2,563.18	1,100.00	.....	109.50	2.72	.....	1,212.22	1,350.96	47	
Smethport	3	2,531.27	1,100.00	.....	105.00	2.72	.....	1,207.72	1,323.55	48	
Somerset	3	3,274.11	1,400.00	200.00	131.25	3.76	.....	1,735.01	1,539.10	53	
South Bethlehem	3	7,861.34	1,800.00	199.98	198.68	25.36	.....	2,224.02	5,637.32	28	
South Oil City	3	2,713.53	1,200.00	.....	120.15	8.40	.....	1,328.55	1,384.98	49	
Steelton	3	5,279.75	1,700.00	.....	196.07	8.00	.....	1,904.07	3,375.68	36	
Stroudsburgh	3	4,750.18	1,700.00	162.00	129.51	5.52	.....	1,997.03	2,733.15	43	
Sunbury	3	7,076.37	1,800.00	300.00	270.00	24.40	.....	2,394.40	4,681.97	34	
Susquehanna	3	5,138.21	1,600.00	100.00	203.10	5.20	.....	1,908.30	3,229.91	37	
Tamaqua	3	3,891.83	1,500.00	.....	127.24	6.16	.....	1,633.40	2,258.43	42	
Tarentum	3	3,586.06	1,400.00	.....	129.00	14.56	.....	1,543.56	2,042.50	43	
Tidioute	3	3,318.19	1,400.00	200.00	111.75	2.24	.....	1,713.99	1,604.20	52	
Titusville	2	13,795.14	2,500.00	2,199.99	840.00	539.24	3,333.64	9,402.87	4,392.27	68	
Towanda	2	8,817.93	2,100.00	1,100.00	680.00	15.54	.....	3,895.54	4,922.39	44	
Troy	3	3,165.99	1,400.00	.....	83.65	1.92	.....	1,485.57	1,680.42	47	
Tunkhannock	3	3,386.24	1,400.00	200.00	132.83	3.68	.....	1,736.50	1,649.74	51	
Tyrone	3	7,539.30	1,900.00	400.00	270.00	12.80	.....	2,582.80	4,956.50	34	
Union City	3	4,502.39	1,500.00	24.99	150.00	1.92	.....	1,676.91	2,825.48	37	Presidential from September 11, 1888.
Uniontown	3	8,162.99	1,900.00	500.00	270.00	31.44	.....	2,701.44	5,461.55	33	
Warren	2	22,930.18	2,500.00	1,500.00	1,000.00	9.38	2,438.13	7,447.51	15,482.67	32	
Washington	2	12,369.14	2,200.00	1,200.00	339.00	46.64	.....	3,785.64	8,583.50	31	
Watsontown	3	2,927.57	1,300.00	.....	100.50	3.28	.....	1,409.78	1,517.79	48	
Waynesborough	3	6,229.54	1,800.00	300.00	157.50	6.16	.....	2,263.66	3,965.88	36	
Waynesburgh	3	3,641.06	1,500.00	500.00	172.50	8.56	.....	2,181.06	1,460.00	60	
Wellsborough	3	5,347.50	1,700.00	250.00	232.50	6.56	.....	2,189.06	3,158.44	41	
West Chester	2	17,254.28	2,400.00	1,800.00	599.73	518.15	2,599.69	7,917.57	9,336.71	46	
West Grove	2	7,420.43	2,000.00	8.00	152.50	3.84	.....	2,956.34	4,464.09	40	
West Newton	3	3,743.73	1,500.00	.....	166.50	9.28	.....	1,675.78	2,057.95	44	
White Haven	3	2,280.77	1,100.00	.....	109.50	1.92	.....	1,211.42	1,069.35	53	
Wilkes Barre	2	37,577.35	2,800.00	4,400.00	1,285.00	126.86	12,270.76	20,882.62	16,694.73	56	
Wilkinsburgh	3	2,991.77	1,200.00	.....	112.50	19.76	.....	1,332.26	1,659.51	45	
Williamsport	2	37,707.35	2,800.00	4,150.00	1,064.20	157.85	8,686.81	16,858.86	20,848.49	45	
York	2	27,141.05	2,700.00	2,800.00	991.00	4.06	5,458.73	11,953.79	15,187.26	44	
Total	.....	3,019,900.02	314,526.62	551,432.84	61,033.20	23,526.33	888,519.90	1,839,636.89	1,180,261.13	60	
RHODE ISLAND.											
Bristol	3	4,909.09	1,600.00	.....	.....	14.40	.....	1,614.40	3,354.69	33	In Government building.
Central Falls	3	5,001.77	1,700.00	399.99	187.50	9.04	.....	2,296.53	2,705.24	46	
East Greenwich	3	4,250.76	1,700.00	.....	225.00	5.88	.....	1,930.88	2,319.88	45	
East Providence	3	2,223.95	905.71	.....	112.50	8.16	.....	1,026.37	1,197.58	46	Presidential from September 1, 1893.
Lonsdale	3	2,352.18	1,200.00	.....	55.24	.....	.....	1,255.24	1,096.94	53	
Newport	2	31,284.54	2,700.00	3,974.99	.....	202.88	10,371.27	17,249.14	14,035.40	55	In Government building.
Olneyville	3	8,371.35	1,900.00	300.00	168.75	8.88	.....	2,377.63	5,993.72	28	
Pawtucket	2	26,559.13	2,700.00	3,000.00	1,380.00	104.83	6,437.16	13,621.99	12,937.14	51	

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June* 30, 1889—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
PENNSYLVANIA—cont'd.											
Braddock	3	$5,767.41	$1,600.00	.....	$198.95	$22.56	.....	$1,816.51	$4,950.90	27	
Bradford	2	20,181.98	2,600.00	$3,100.00	635.64	16.27	$4,892.56	11,244.47	8,937.51	56	
Bristol	3	5,963.89	1,800.00	180.00	135.00	10.88	.....	2,125.88	3,838.01	36	
Brookville	3	5,539.95	1,600.00	500.00	206.25	17.28	.....	2,323.53	3,216.42	42	
Brownsville	3	3,363.23	1,400.00	144.00	.....	13.28	.....	1,557.28	1,805.95	46	
Bryn Mawr	3	4,599.55	1,500.00	.....	172.50	7.92	.....	1,680.42	2,919.13	37	
Butler	3	9,805.31	1,900.00	300.00	265.50	24.32	.....	2,489.82	7,315.49	25	
Cannonsburgh	3	2,712.74	1,200.00	.....	81.75	5.52	.....	1,287.27	1,425.47	47	
Canton	3	2,810.07	1,360.00	.....	101.25	2.00	.....	1,403.25	1,406.82	50	
Carbondale	3	7,493.93	1,800.00	250.00	270.00	9.60	.....	2,329.60	5,164.33	31	
Carlisle	2	10,858.22	2,200.00	1,500.00	450.00	30.00	3,178.35	7,358.35	3,494.87	68	
Catasauqua	3	4,257.45	1,500.00	.....	172.50	5.28	.....	1,677.78	2,579.67	39	
Chambersburgh	2	12,524.40	2,300.00	1,500.00	482.77	.....	3,014.18	7,296.95	5,227.45	58	
Chester	2	17,674.73	2,500.00	2,150.00	657.50	53.68	5,405.25	10,766.43	6,908.30	61	
Clarion	3	4,554.39	1,600.00	162.00	143.24	11.36	.....	1,916.60	2,637.79	42	
Clearfield	3	5,393.26	1,700.00	200.00	195.00	4.48	.....	2,099.48	3,293.78	39	
Coatesville	3	5,144.76	1,700.00	200.00	232.50	8.48	.....	2,140.98	3,003.78	42	
Columbia	2	7,961.97	2,000.00	875.00	262.50	20.32	.....	3,157.82	4,804.15	40	
Conneautville	3	2,023.46	1,000.00	100.00	101.25	.72	.....	1,201.97	821.49	59	
Connellsville	3	6,010.13	1,700.00	300.00	157.50	20.64	.....	2,178.14	3,831.99	36	
Conshohocken	3	3,899.68	1,500.00	300.00	165.00	5.20	.....	1,970.20	1,929.48	51	
Corry	2	10,911.53	2,200.00	1,200.00	430.00	12.55	.....	3,842.55	7,068.98	35	
Coudersport	3	2,935.68	1,200.00	162.00	127.50	2.88	.....	1,492.38	1,443.30	51	
Curwensville	3	2,597.54	1,200.00	270.69	127.50	1.28	.....	1,599.47	998.07	62	
Danville	2	8,502.56	2,000.00	900.00	575.00	19.36	.....	3,494.36	5,008.20	41	
Downingtown	3	2,984.71	1,300.00	200.00	26.96	3.00	.....	1,530.56	1,454.15	51	
Doylestown	3	6,190.72	1,700.00	300.00	113.43	7.36	.....	2,120.79	4,069.93	34	
Du Bois	3	5,230.06	1,700.00	300.00	234.00	11.60	.....	2,245.60	2,984.46	43	
Dunmore	3	1,823.86	624.73	.....	75.47	1.36	.....	701.56	622.30	38	Presidential from December 7, 1888.
Easton	2	23,822.49	2,600.00	3,000.00	1,345.24	167.27	8,457.93	15,570.44	8,252.05	65	
Ebensburgh	3	2,525.78	1,200.00	100.00	93.75	4.08	.....	1,397.83	1,127.95	55	
Edinborough	3	2,435.61	1,100.00	.....	111.00	1.44	.....	1,212.44	1,223.17	50	
Eldred	3	2,318.64	1,100.00	.....	82.50	1.28	.....	1,183.78	1,134.86	51	
Emlenton	3	2,471.44	1,200.00	90.00	62.25	2.16	.....	1,354.41	1,117.03	55	
Emporium	3	2,669.29	1,200.00	.....	120.00	1.76	.....	1,321.76	1,347.53	49	
Ephratah	3	2,247.29	1,100.00	.....	23.40	3.36	.....	1,126.76	1,120.53	50	
Erie	1	49,507.28	3,000.00	6,500.00	571.29	220.56	13,915.62	24,207.47	25,299.81	49	In Government building.
Everett	3	2,420.93	1,100.00	100.00	99.00	1.24	.....	1,300.24	1,120.69	53	
Franklin	2	11,400.03	2,200.00	1,200.00	476.93	29.79	.....	3,906.72	7,493.31	34	
Freeland	3	2,116.51	1,000.00	.....	91.49	2.16	.....	1,093.65	1,022.86	52	
Freeport	3	2,244.74	1,100.00	.....	47.85	4.32	.....	1,152.17	1,092.57	51	

Columbia	3	7,668.94	1,900.00	600.00	231.40	14.08		2,745.48	4,023.46	36	
Dayton	3	2,640.33	1,100.00		97.66	2.24		1,199.90	1,440.43	45	
Dyersburgh	3	2,808.69	1,100.00		101.25	3.55		1,204.80	1,603.89	43	
Fayetteville	3	2,803.22	1,200.00	300.00	110.00	4.86		1,614.86	1,188.36	58	
Franklin	3	3,221.60	1,400.00	200.00	150.75	4.08		1,754.83	1,466.77	54	
Gallatin	3	3,311.49	1,400.00	250.00	165.00	1.84		1,816.84	1,494.65	55	
Greeneville	3	2,813.68	1,100.00	200.00	108.70	3.44		1,412.14	1,401.54	50	
Humboldt	3	1,149.84	546.20		62.27	.40		608.87	540.97	53	Presidential from December 15, 1889.
Jackson	3	8,711.06	1,900.00	1,000.00		16.16		2,916.16	5,794.90	33	In Government building.
Johnson City	3	3,510.93	1,200.00	150.00	101.06	5.20		1,456.26	2,054.67	41	
Knoxville	1	52,937.92	3,000.00	5,779.45		171.92	8,587.81	17,539.18	35,398.74	33	Do.
Lebanon	3	3,708.83	1,500.00	480.00	112.50	3.68		2,096.18	1,612.65	57	
McMinnville	3	2,712.06	1,100.00	200.00	100.78	4.24		1,405.02	1,307.04	52	
Memphis	1	133,633.30	3,400.00	18,339.98		437.52	18,687.33	40,864.83	92,768.53	31	Do.
Morristown	3	3,818.24	1,400.00	300.00	111.99	3.84		1,815.83	2,002.41	48	
Murfreesborough	3	5,251.26	1,700.00	350.00	108.75	4.24		2,162.99	3,088.27	41	
Nashville	1	121,848.71	3,400.00	19,514.35		508.10	19,822.77	43,245.22	78,603.49	35	
Paris	3	2,866.77	1,200.00	250.00	54.75	2.92		1,507.67	1,359.10	53	
Pulaski	3	3,865.59	1,500.00	350.00	160.50	4.80		2,015.30	1,850.29	52	
Shelbyville	3	3,630.24	1,500.00	350.00	113.80	4.64		1,968.44	1,661.80	54	
South Pittsburg	3										
Sweet Water	3	1,202.06	565.22	90.00	41.82	1.05		698.09	503.97	58	Presidential from December 8, 1889.
Trenton	3	2,499.84	1,100.00		77.25	1.20		1,178.45	1,321.39	47	
Tullahoma	3	3,289.21	1,400.00	116.75	145.50	6.61		1,668.86	1,620.35	51	
Union City	3	4,595.57	1,600.00	200.00	169.96	6.32		1,976.28	2,619.29	43	
Winchester	3	2,732.59	1,200.00		72.75	3.68		1,276.43	1,456.16	47	
Total		467,599.02	48,146.58	58,984.32	3,561.49	1,630.96	57,855.77	170,179.12	297,419.90		
TEXAS.											
Abilene	3	4,662.38	1,600.00	300.00	150.55	4.80		2,055.35	2,607.03	44	
Alvarado	3	2,170.85	1,100.00		93.00			1,193.00	977.85	55	
Austin	2	35,537.62	2,800.00	7,650.00		145.76	7,234.46	17,830.22	17,707.40	50	In Government building.
Bastrop	3	1,789.04	902.17	183.15	95.00	6.97		1,187.29	601.75	66	
Beaumont	3	5,232.39	1,500.00	299.19	172.50	4.72		1,976.41	3,255.98	38	
Belton	3	5,708.09	1,700.00	290.76	23.65	7.41		2,021.82	3,686.27	35	
Bonham	3	4,675.29	1,600.00	200.00	36.25	4.24		1,840.49	2,834.80	39	
Brackettsville	3	1,809.32	1,100.00	76.00	111.00	16.00		1,287.16	522.16	71	
Brenham	3	6,367.69	1,700.00	500.00	254.25	1.76		2,456.01	3,911.68	39	
Brownsville	3	2,917.86	1,300.00	200.00	142.50	3.76		1,646.26	1,271.60	56	
Brownwood	3	3,805.67	1,400.00	300.00	74.40	2.99		1,777.39	2,028.28	47	
Bryan	3	4,253.10	1,600.00	130.00	162.75	4.64		1,917.39	2,335.71	45	
Burnet	3	2,332.04	1,100.00	400.00	92.50	4.04		1,597.44	734.60	60	
Calvert	3	2,970.63	1,400.00		146.25	1.84		1,548.09	1,422.54	52	
Clarksville	3	2,988.60	1,300.00	250.00	131.23	.24		1,681.47	1,307.13	56	
Cleburne	3	5,062.22	1,700.00	400.00	206.25	3.44		2,309.69	2,692.98	46	
Coleman	3	2,299.94	1,000.00		87.00			1,087.00	1,212.94	47	
Colorado	3	3,694.31	1,600.00		31.05	1.36		1,632.41	2,061.90	44	
Columbus	3	2,328.51	1,100.00	300.00	93.75	2.40		1,496.15	832.36	64	
Corpus Christi	3	4,946.41	1,600.00	200.00	18.75	8.40		1,827.15	3,119.26	37	
Corsicana	2	8,904.33	2,200.00	1,125.00	298.05	8.96	1,565.43	5,197.44	3,706.89	58	

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
PENNSYLVANIA—cont'd.											
Mount Carmel	3	$3,667.21	$1,400.00		$165.00	$5.04		$1,570.04	$2,097.17	43	
Mount Joy	3	3,467.57	1,200.00		82.50	4.00		1,286.50	2,181.07	37	
Mount Pleasant	3	4,589.94	1,600.00	$100.00	206.25	7.04		1,913.29	2,676.65	42	
Muncy	3	3,821.76	1,400.00		28.97	2.64		1,431.61	2,390.15	37	
Nanticoke	3	4,376.86	1,500.00	75.00	145.00	4.64		1,724.64	2,652.22	39	
New Brighton	3	6,118.91	1,700.00		196.75	18.16		1,914.91	4,204.00	31	
New Castle	2	13,956.38	2,400.00	2,000.00	700.00	56.01	$4,061.96	9,211.97	4,744.41	66	
Newport	3	2,946.65	1,300.00	300.00	88.50	4.72		1,693.22	1,253.43	58	
Newtown	3	2,427.41	1,100.00	100.00	103.50	2.40		1,305.90	1,121.51	54	
Newville	3	2,294.86	1,100.00	300.00	56.25	1.28		1,457.53	837.33	64	
Norristown	2	15,742.14	2,400.00	1,200.00	1,000.00	39.84	4,718.22	9,358.06	6,384.08	59	
North East	3	3,787.34	1,400.00		165.60	2.64		1,567.64	2,219.70	41	
Northumberland	3	2,994.68	1,000.00		106.00	2.72		1,108.72	985.96	53	
Oil City	2	14,360.02	2,400.00	2,000.00	510.00	38.84		4,948.84	9,411.18	34	
Osceola Mills	3	1,124.11	550.00		70.00	1.28		621.28	502.83	55	Presidential from January 1, 1889.
Oxford	3	8,621.94	1,400.00	180.00	99.75	4.88		1,684.63	1,937.31	47	
Parker's Landing	3	1,963.91	1,000.00		99.24	3.44		1,102.68	861.23	56	
Philadelphia	1	2,031,549.22	6,000.00	349,669.73	5,576.00	12,360.35	595,781.66	969,387.74	1,062,161.48	48	In Government building.
Phillipsburgh	3	6,979.04	1,800.00	162.50	232.50	6.32		2,201.32	4,777.72	33	
Phœnixville	3	7,673.44	1,900.00	300.00	276.00	11.44		2,481.44	5,192.00	32	
Pittsburgh	1	461,581.14	3,900.00	74,964.24	1,432.34	4,456.07	83,346.45	168,099.10	293,482.04	36	Do.
Pittston	2	12,585.03	2,300.00	1,400.00	616.69	19.12	2,357.04	6,692.85	5,892.18	53	
Plymouth	3	6,385.74	1,800.00		270.00	5.28		2,075.28	4,310.46	32	
Port Allegheny	3	2,281.24	1,000.00		101.25	1.36		1,102.61	1,178.63	48	
Pottstown	2	11,560.05	2,400.00	1,080.00	800.00	28.24		4,268.24	7,351.81	36	
Pottsville	2	17,404.80	2,500.00	2,050.00	790.00	54.21	5,694.65	11,088.86	6,315.94	64	
Punxsutawney	3	417.93	206.04	27.47	29.68	1.20		264.39	153.54	63	Presidential from May 12, 1889.
Reading	1	52,397.83	3,100.00	7,200.00	1,225.00	206.12	16,202.05	27,933.17	24,464.66	53	
Renovo	3	4,069.46	1,500.00		172.50	3.84		1,676.34	2,393.12	41	
Reynoldsville	3	3,027.36	1,200.00		75.00	2.56		1,277.56	1,749.80	42	
Ridgway	3	4,950.63	1,600.00	100.00	209.99	7.20		1,917.19	3,033.44	39	
Rochester	3	4,259.90	1,500.00		93.75	17.28		1,611.03	2,648.93	38	
Royer's Ford	3	1,673.33	624.72		81.78	.80		707.30	966.03	42	Presidential from December 7, 1888.
St. Mary's	3	2,452.55	1,100.00		102.33	328		1,205.61	1,246.94	50	
Saltsburgh	3	1,365.38	616.85		62.13	2.16		681.14	684.24	50	Presidential from November 19, 1888.
Sandy Lake	3	2,105.88	1,100.00	144.70	103.50	5.29		1,353.49	752.39	64	
Sayre	3	2,600.16	1,200.00		116.25	2.16		1,318.41	1,281.75	51	
Scottville	3	4,066.12	1,500.00		156.75	9.12		1,665.87	2,340.25	42	
Scranton	1	57,945.87	3,100.00	7,458.96	2,492.50	204.76	19,068.47	32,324.69	25,621.18	56	
Selin's Grove	3	2,453.36	1,100.00		100.00	3.92		1,203.92	1,249.44	49	
Sewickley	3	3,084.17	1,400.00		109.50	18.72		1,528.92	1,555.95	50	

Sherman	2	13,921.87	2,400.00	1,500.00	485.00	17.70	3,513.89	7,916.59	6,005 28	57	
Sulphur Springs	3	3,298.89	1,400.00	.....	165.00	3.06	.....	1,568.06	1,730.83	48	
Taylor	3	4,159.38	1,500.00	200.00	142.50	2.64	.....	1,845.14	2,314.20	44	
Temple	3	5,479.84	1,700.00	249.30	236.66	5.68	.....	2,191.64	3,288.20	40	
Terrell	3	5,032.02	1,700.00	100.00	31.02	3.52	.....	1,834.54	3,197.48	36	
Texarkana	3	3,934.64	1,500.00	150.00	168.75	6.80	.....	1,825.55	2,109.09	46	Delinquent first quarter, 1889.
Tyler	3	7,918.90	1,800.00	400.00	.....	9.28	.....	2,209.28	5,709.62	28	In Government building.
Victoria	3	3,923.56	1,500.00	400.00	115.77	10.16	.....	2,025.93	1,897.63	52	
Waco	2	23,602.48	2,600.00	4,000.00	.....	14.06	3,026.91	9,640.97	13,961.51	41	
Waxahachie	3	3,703.44	1,200.00	370.00	137.50	.....	.....	1,707.50	1,995.94	46	Deficiency second quarter, 1889.
Weatherford	3	6,088.27	1,700.00	600.00	157.50	6.08	.....	2,463.58	3,624.69	40	
Whitesborough	3	1,233.55	584.24	175.00	88.35	.24	.....	847.83	385.72	69	Presidential from December 1, 1888.
Wichita Falls	3	3,235.26	1,200.00	250.00	25.50	2.48	.....	1,477.98	1,757.28	46	
Will's Point	3	686.07	642.66	87.50	86.47	.....	.....	816.63	.....	119	Presidential from December 1, 1888. Deficiency, $130.56.
Total	.....	621,128.87	120,630.17	82,603.21	14,825.64	2,018.40	72,246.82	292,324.24	328,935.19	.....	
Logan	3	3,025.29	1,200.00	180.00	84.00	2.48	.....	1,466.48	1,538.81	48	
Ogden	2	18,754.10	2,400.00	2,900.00	610.11	28.08	.....	5,938.19	12,815.91	32	
Park City	3	4,294.98	1,500.00	100.00	172.50	1.52	.....	1,774.02	2,520.96	41	
Provo City	3	3,601.64	1,300.00	.....	18.75	4.56	.....	1,323.31	2,278.33	37	
Salt Lake City	1	49,582.57	3,000.00	6,889.72	1,682.85	546.00	6,377.68	18,496.25	31,086.32	37	
Total	.....	79,258.58	9,400.00	10,069.72	2,568.21	582.64	6,377.68	28,998.25	50,260.33	195	
VERMONT.											
Barre	3	6,741.56	1,700.00	200.00	251.25	4.00	.....	2,155.25	4,586.31	32	
Bellows Falls	2	7,909.25	2,000.00	750.00	345.60	12.01	.....	3,107.01	4,892.24	39	
Bennington	2	11,145.84	2,000.00	1,000.00	789.55	49.71	.....	3,839.26	7,306.58	34	
Bradford	3	2,132.34	1,100.00	76.00	111.00	1.84	.....	1,288.84	843.50	60	
Brandon	3	3,725.23	1,500.00	200.00	131.25	3.84	.....	1,835.09	1,890.14	49	
Brattleborough	2	17,351.42	2,400.00	1,967.22	826.00	5.05	4,318.89	9,516.16	7,835.26	55	
Burlington	2	34,506.32	2,900.00	3,300.00	.....	78.18	7,753.84	14,032.02	20,474.30	41	In Government building.
Fair Haven	3	4,250.52	1,500.00	.....	150.00	2.72	.....	1,652.72	2,597.80	39	
Ludlow	3	2,407.06	1,100.00	.....	95.89	1.36	.....	1,197.25	1,209.81	50	
Middlebury	3	4,608.32	1,600.00	500.00	135.00	4.60	.....	2,239.60	2,368.72	49	
Montpelier	2	13,306.25	2,300.00	1,324.46	950.00	7.58	2,654.05	7,236.09	6,070.16	54	
Newport	3	3,787.40	1,500.00	.....	172.50	2.96	.....	1,675.46	2,111.94	44	
Northfield	3	2,445.95	1,200.00	.....	127.50	1.92	.....	1,329.42	1,116.53	54	
Poultney	3	3,549.31	1,500.00	.....	112.50	3.04	.....	1,615.54	1,933.77	46	
Proctor	3	210.11	54.40	.....	.....	.16	.....	54.56	155.55	25	Presidential from June 13, 1889.
Rutland	2	19,138.73	2,500.00	3,062.50	.....	96.68	5,121.36	10,780.54	8,358.19	56	In Government building.
St. Albans	2	10,920.62	2,200.00	1,800.00	480.00	5.00	1,411.79	5,897.39	5,023.23	54	
St. Johnsbury	2	10,518.86	2,100.00	1,075.00	609.55	17.40	.....	3,801.95	6,716.91	36	
Springfield	3	3,557.48	1,400.00	.....	132.75	1.79	.....	1,534.54	2,022.94	43	
Swanton	3	2,487.86	1,100.00	90.00	87.75	1.36	.....	1,279.11	1,208.75	51	
Vergennes	3	3,450.38	1,400.00	200.00	116.20	1.36	.....	1,717.56	1,732.77	50	
Waterbury	3	3,466.47	1,400.00	.....	78.50	1.68	.....	1,480.18	1,986.29	43	

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses	Free delivery.	Total Expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
RHODE ISLAND—cont'd.											
Providence	1	$219,983.13	$3,600.00	$26,319.00	.....	$1,395.02	$46,421.56	$77,735.58	$142,247.55	35	In Government building.
Warren	3	3,226.19	1,300.00	.....	$144.00	5.76	.....	1,449.76	1,776.43	45	
Westerly	2	10,589.39	2,100.00	1,199.99	876.25	7.24	4,035.81	8,219.29	2,370.10	78	
Woonsocket	2	13,782.90	2,400.00	1,133.15	710.00	19.74	5,858.49	10,121.38	3,661.52	73	
Total	.....	332,594.38	23,805.71	36,327.12	3,859.24	1,781.83	73,124.29	138,904.19	193,696.19	42	
SOUTH CAROLINA.											
Aiken	3	4,332.07	1,600.00	300.00	195.00	6.80	.....	2,101.80	2,230.27	49	
Anderson C. H	3	3,992.77	1,500.00	200.00	168.75	2.96	.....	1,871.71	2,121.06	47	
Beaufort	3	3,410.80	1,500.00	200.00	172.50	3.76	.....	1,876.26	1,534.54	55	
Bennettsville	3	2,314.99	1,000.00	100.00	82.50	1.38	.....	1,183.88	1,131.11	51	
Camden	3	2,807.49	1,300.00	100.00	111.15	1.36	.....	1,512.51	1,294.98	54	
Charleston	1	68,134.30	3,200.00	12,343.26	.....	260.13	18,040.65	33,844.04	34,290.26	50	In Government building.
Chester	3	3,241.29	1,400.00	150.00	161.25	3.84	.....	1,715.09	1,526.20	53	
Columbia	2	18,934.54	2,500.00	2,500.00	.....	47.92	3,331.78	8,379.70	10,554.84	44	Do.
Darlington C. H	3	2,754.18	1,100.00	.....	73.95	1.44	.....	1,175.39	1,578.79	43	
Florence	3	2,947.50	1,200.00	150.00	107.00	3.52	.....	1,460.52	1,487.07	50	
Georgetown	3	2,412.29	1,100.00	150.00	77.25	3.20	.....	1,330.45	1,081.84	55	
Greenville C. H	2	10,458.43	2,200.00	1,165.00	329.42	18.00	1,421.13	5,133.55	5,324.88	49	
Marion	3	2,111.85	1,000.00	100.00	72.50	.80	.....	1,173.30	938.55	56	
Newberry C. H	3	3,738.65	1,500.00	200.00	89.25	2.40	.....	1,791.65	1,947.00	48	
Orangeburgh C. H	3	3,461.11	1,400.00	300.00	153.75	2.08	.....	1,855.83	1,605.28	54	
Rock Hill	3	2,851.09	1,200.00	.....	89.63	1.04	.....	1,289.67	1,561.42	45	
Spartanburg	3	6,414.75	1,700.00	600.00	211.50	11.12	.....	2,522.62	3,892.13	40	
Sumter C. H	3	4,724.35	1,600.00	200.00	120.00	2.72	.....	1,922.72	2,801.63	41	
Union	3	1,232.88	627.72	142.66	74.18	1.12	.....	845.68	387.20	68	Presidential from December 6, 1888.
Winnsborough	3	2,307.27	1,100.00	76.00	93.57	2.19	.....	1,271.76	1,035.51	55	
Yorkville	3	2,312.72	1,100.00	100.00	94.75	1.28	.....	1,296.03	1,016.69	56	
Total	.....	154,893.41	30,827.72	19,076.92	2,476.90	379.06	22,793.56	75,554.16	79,341.25	49	
TENNESSEE.											
Athens	3	1,543.76	135.16	33.79	.....	.56	.....	169.51	1,374.25	11	Presidential from May 20, 1889.
Bristol	3	6,628.57	1,700.00	300.00	221.75	11.70	.....	2,233.45	4,395.12	34	
Brownsville	2	3,193.03	1,300.00	300.00	65.25	3.70	.....	1,668.95	1,524.08	52	
Chattanooga	1	54,331.92	3,100.00	7,980.00	375.00	287.87	10,757.86	22,500.73	31,831.19	41	
Clarksville	2	10,629.79	2,100.00	1,100.00	339.80	103.12	.....	3,641.92	6,987.78	34	
Cleveland	3	4,040.01	1,400.00	250.00	161.25	4.40	.....	1,815.65	2,224.36	45	

South Boston	3	584.56	275.00	60.00	.....	.56	.....	335.56	249.00	58	Presidential from April 1, 1889.
Staunton	2	15,339.26	2,400.00	2,200.00	543.05	36.00	3,499.33	8,678.38	6,660.88	57	
Suffolk	3	4,803.59	1,500.00	200.00	138.75	5.52	.....	1,844.27	2,959.32	38	
University of Virginia	3	3,614.72	1,500.00	.....	112.50	4.72	.....	1,617.22	1,997.50	45	
Warrenton	3	3,817.29	1,500.00	349.99	165.00	4.17	.....	2,019.16	1,798.13	53	
Winchester	3	7,808.23	1,900.00	850.00	.....	15.68	.....	2,765.68	5,042.55	36	
Woodstock	3	2,158.84	1,000.00	149.86	85.63	1.86	.....	1,237.35	921.49	57	
Wytheville	3	4,460.14	1,500.00	350.00	148.50	6.02	.....	2,005.12	2,455.02	43	
Total	.....	457,957.51	62,963.31	59,945.65	7,389.70	1,725.60	70,819.53	202,843.79	255,113.72	44	
WASHINGTON.											
Colfax	3	3,804.52	425.00	175.00	.....	.....	.....	600.00	3,204.52	16	Delinquent first and second quarters, 1889.
Dayton	3	3,516.44	1,500.00	300.00	27.75	.56	.....	1,828.31	1,688.13	52	
Ellensburgh	3	5,678.31	1,600.00	195.75	.....	2.24	.....	1,797.99	3,880.32	32	
North Yakima	3	3,767.38	1,100.00	500.00	111.00	1.12	.....	1,712.12	2,055.26	45	
Olympia	3	5,242.35	1,600.00	500.00	206.25	3.28	.....	2,309.53	2,932.82	44	
Pomeroy	3	1,881.29	858.70	.....	101.25	1.73	.....	961.68	919.61	51	Presidential from August 22, 1888.
Fort Townsend	3	6,285.94	1,500.00	814.11	172.10	3.52	.....	2,489.73	3,796.21	40	
Seattle	2	45,918.04	2,600.00	5,939.11	1,123.07	96.74	5,488.12	15,247.04	30,671.00	33	
Spokane Falls	2	25,131.21	2,400.00	2,721.64	595.00	34.21	1,567.73	7,318.58	17,812.63	29	
Sprague	3	3,861.10	1,400.00	.....	165.00	.96	.....	1,565.96	2,295.14	40	
Tacoma	2	37,987.66	2,500.00	2,726.57	360.00	27.29	4,660.23	10,274.09	27,713.57	27	
Vancouver	3	2,978.39	1,200.00	200.00	127.50	2.24	.....	1,529.74	1,448.65	51	
Walla Walla	2	11,437.44	2,200.00	1,500.00	620.00	6.80	938.28	5,265.08	6,172.36	46	
Total	.....	157,490.07	20,883.70	15,572.18	3,608.92	180.69	12,654.36	52,899.85	104,590.22	34	
WEST VIRGINIA.											
Charleston	2	14,262.85	2,300.00	1,600.00	.....	2.72	2,437.19	6,339.91	7,922.94	44	In Government building.
Charlestown	3	4,039.17	1,600.00	100.00	187.50	4.96	.....	1,892.46	2,146.71	47	
Clarksburgh	3	4,890.03	1,600.00	400.00	127.50	14.80	.....	2,142.30	2,747.73	44	Do.
Fairmont	3	3,011.03	1,300.00	212.50	75.00	6.72	.....	1,594.22	1,416.81	53	
Grafton	3	3,791.29	1,500.00	200.00	172.50	13.20	.....	1,885.70	1,905.59	50	
Hinton	3	2,070.49	962.50	131.25	90.55	.64	.....	1,184.94	885.55	57	Presidential from August 16, 1888.
Huntington	3	7,521.08	1,800.00	325.00	270.00	13.92	.....	2,408.92	5,112.16	32	
Keyser	3	1,475.68	678.53	57.00	84.50	1.00	.....	821.63	654.05	56	Presidential from November 19, 1888.
Martinsburgh	3	6,713.24	1,800.00	400.00	120.00	14.96	.....	2,334.96	4,378.28	35	
Morgantown	3	3,022.25	1,200.00	150.00	68.25	3.84	.....	1,422.09	1,600.16	47	
Moundsville	3	2,696.41	1,300.00	.....	78.10	3.52	.....	1,381.62	1,314.79	51	
Parkersburgh	2	15,365.20	2,400.00	2,250.00	.....	44.48	3,196.83	7,891.31	7,473.89	51	In Government building.
Piedmont	3	4,549.62	1,400.00	.....	61.21	4.32	.....	1,465.53	3,084.09	32	
Point Pleasant	3	2,471.33	1,200.00	150.00	90.00	3.92	.....	1,443.92	1,027.41	58	
Wellsburg	3	2,877.45	1,300.00	.....	104.25	3.84	.....	1,408.09	1,469.36	49	
Weston	3	2,764.41	1,300.00	240.75	120.39	5.74	.....	1,675.88	1,088.53	61	
Wheeling	1	47,379.61	3,000.00	2,391.76	.....	235.52	11,673.89	24,301.17	23,078.44	51	Do.
Total	.....	128,901.14	26,641.03	15,617.26	1,649.75	378.70	17,307.91	61,594.65	67,306.49	54	

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses	Net revenues.	Per cent. expense to gross receipts.	Remarks.
TEXAS—continued.											
Cuero	3	$3,392.36	$1,400.00	$200.00	$150.00	$6.64	.....	$1,756.64	$1,635.72	52	In Government building.
Dallas	1	79,404.21	3,200.00	13,144.98	1,088.68	218.93	$13,223.80	30,876.39	48,527.82	39	Do.
Decatur	3	3,319.61	1,200.00	350.00	120.00	2.16	.....	1,672.16	1,647.45	50	
Denison	2	11,523.60	2,400.00	3,000.00	420.54	189.15	3,253.33	9,263.02	2,260.58	80	
Denton	3	4,466.92	1,500.00	300.00	133.50	3.76	.....	1,937.26	2,529.66	43	
Eagle Pass	3	4,274.48	1,300.00	258.33	138.65	1.68	.....	1,698.66	2,575.82	40	
El Paso	2	15,465.77	2,400.00	2,500.00	697.45	118.10	2,036.33	7,751.88	7,713.89	50	
Ennis	3	3,092.82	1,400.00	.....	161.25	3.52	.....	1,564.77	1,528.05	51	
Fort Worth	2	34,585.48	2,700.00	5,554.84	383.45	152.47	7,706.61	16,497.37	18,088.11	48	
Gainesville	2	9,447.51	2,100.00	1,000.00	48.10	8.24	.....	3,156.34	6,291.17	33	
Galveston	1	58,260.85	3,100.00	10,700.00	.....	172.60	10,607.15	24,579.75	33,681.10	42	Do.
Gatesville	3	2,332.79	1,200.00	150.00	77.50	.....	.....	1,427.50	905.29	61	
Georgetown	3	3,723.75	1,500.00	250.00	157.50	2.08	.....	1,909.58	1,814.17	51	
Gonzales	3	2,722.60	1,100.00	250.00	100.50	1.84	.....	1,452.34	1,270.35	54	
Greenville	3	6,137.79	1,700.00	350.00	224.25	5.85	.....	2,280.10	3,857.69	37	
Hempstead	3	1,996.80	1,100.00	100.00	100.50	1.28	.....	1,301.78	695.02	65	
Henrietta	3	2,699.70	1,200.00	300.00	94.05	4.66	.....	1,598.71	1,100.99	59	
Hillsborough	3	3,805.85	1,500.00	100.00	25.50	2.00	.....	1,627.50	2,178.35	43	
Honey Grove	3	3,639.55	1,500.00	150.00	163.75	1.92	.....	1,815.67	1,823.88	50	
Houston	2	40,659.76	2,900.00	9,140.00	1,311.85	269.51	8,678.09	22,299.45	18,360.31	55	
Huntsville	3	4,086.63	1,500.00	80.00	149.90	.24	.....	1,730.14	2,356.49	42	
Jefferson	3	3,812.19	1,500.00	200.00	99.75	3.44	.....	1,803.19	2,009.00	47	
La Grange	3	2,611.33	1,200.00	350.00	114.75	5.14	.....	1,669.89	941.44	64	
Lampasas	3	4,367.01	1,600.00	250.00	124.65	4.64	.....	1,979.29	2,388.62	45	
Laredo	3	7,642.55	1,800.00	862.49	225.00	4.72	.....	2,892.21	4,750.34	38	
Longview	3	3,004.93	1,400.00	300.00	153.25	1.68	.....	1,854.93	1,150.00	62	
Luling	3	2,183.67	1,000.00	90.00	93.75	2.08	.....	1,185.83	997.84	54	
McKinney	3	4,713.27	1,600.00	200.00	195.00	7.34	.....	2,002.34	2,710.93	42	
Marlin	3	2,515.73	1,100.00	.....	107.50	.56	.....	1,208.06	1,307.67	48	
Marshall	2	8,210.48	2,000.00	1,200.00	381.33	9.04	.....	3,590.37	4,630.11	44	
Mexia	3	3,273.13	1,400.00	300.00	148.48	.80	.....	1,849.28	1,423.85	57	
Mineola	3	1,988.43	1,100.00	200.00	96.75	1.92	.....	1,398.67	589.76	70	
Mobeetie	3	1,515.35	1,000.00	.....	79.40	.56	.....	1,079.96	435.39	71	
Navasota	3	3,007.45	1,300.00	200.00	112.50	4.16	.....	1,616.66	1,390.79	54	
Orange	3	3,285.55	1,200.00	.....	90.00	.....	.....	1,290.00	1,995.55	39	
Palestine	3	6,624.42	1,700.00	625.00	251.25	8.31	.....	2,584.56	4,039.86	39	
Paris	2	9,600.77	2,200.00	1,400.00	274.75	2.72	1,683.85	5,561.32	4,039.45	58	
Rockdale	3	2,861.01	1,101.10	91.67	54.10	.24	.....	1,247.17	1,613.84	44	Delinquent April 1 to 30, 1889.
San Angelo	3	4,608.60	1,500.00	150.00	161.25	1.76	.....	1,813.01	2,795.59	39	
San Antonio	2	42,323.86	2,900.00	6,900.00	1,890.00	489.13	9,716.97	21,896.10	20,427.76	52	
San Marcos	3	3,314.50	1,400.00	100.00	164.50	3.04	.....	1,667.54	1,646.96	50	

Madison	2	32,790.17	2,800.00	5,250.00	.....	80.02	5,863.65	13,993.67	18,796.50	43	In Government building.
Manitowoc	3	8,082.36	1,900.00	300.00	270.00	5.28	.....	2,475.28	5,607.08	31	
Marinette	2	9,045.40	2,000.00	875.00	376.91	6.88	.....	3,258.79	5,786.61	36	
Marshfield	3	2,930.31	1,300.00	100.00	144.00	1.44	.....	1,545.44	1,384.87	53	
Marston	3	3,189.27	1,500.00	.....	172.50	1.76	.....	1,674.26	1,515.01	52	
Medford	3	2,116.84	1,000.00	.....	92.25	.80	.....	1,093.05	1,023.79	51	
Menasha	3	4,167.67	1,400.00	400.00	165.00	4.16	.....	1,909.16	2,198.51	47	
Menomonee	3	5,141.21	1,600.00	499.28	210.00	4.48	.....	2,313.76	2,827.45	45	
Merrill	3	6,573.86	1,800.00	300.00	167.00	2.64	.....	2,269.64	4,304.22	35	
Milwaukee	1	317,439.65	3,700.00	45,889.17	1,508.46	1,523.41	67,614.37	120,235.41	197,204.24	38	In Government building.
Mineral Point	3	3,095.83	1,400.00	150.00	103.55	1.20	.....	1,654.75	1,441.08	53	
Monroe	3	5,754.51	1,700.00	300.00	251.25	4.72	.....	2,255.97	3,498.54	39	
Neenah	3	6,529.01	1,700.00	150.00	195.00	.....	.....	2,045.00	4,484.01	31	
Neillsville	3	3,480.94	1,400.00	250.00	165.00	1.44	.....	1,816.44	1,664.50	52	
New London	3	2,369.71	1,100.00	.....	103.50	2.32	.....	1,205.82	1,163.89	51	
New Richmond	3	3,062.41	1,300.00	79.98	112.50	1.92	.....	1,494.40	1,568.01	49	
Oconomowoc	3	3,792.00	1,500.00	200.00	166.50	4.16	.....	1,870.66	1,921.34	49	
Oconto	3	4,584.21	1,600.00	150.00	141.25	2.32	.....	1,893.57	2,690.74	42	
Oshkosh	2	25,766.57	2,700.00	3,100.00	1,576.70	102.36	7,365.50	14,844.56	10,922.01	57	
Platteville	3	3,041.34	1,500.00	90.00	172.50	1.92	.....	1,764.42	1,879.92	48	
Portage	3	6,012.44	1,700.00	500.00	251.25	8.56	.....	2,459.81	3,552.63	41	
Prairie du Chien	3	2,665.46	1,300.00	200.00	139.00	3.44	.....	1,642.44	1,023.02	62	
Racine	2	32,375.60	2,700.00	3,439.53	1,473.88	167.93	8,378.12	16,159.46	16,216.14	50	
Reedsburgh	3	2,861.08	1,300.00	.....	123.75	1.44	.....	1,425.19	1,435.89	50	
Rhinelander	3	2,071.54	855.98	.....	110.00	.32	.....	966.30	1,105.24	47	Presidential from November 21, 1888.
Rice Lake	3	1,668.43	227.36	.....	18.43	.....	.....	245.79	1,422.64	15	Presidential from December 10, 1888. Delinquent first quarter, 1889. Delinquent April 1 to 30, 1889.
Richland Centre	3	3,066.95	1,300.00	150.00	144.00	1.36	.....	1,595.36	1,471.59	52	
Ripon	3	5,306.36	1,700.00	500.00	195.00	4.00	.....	2,399.00	2,907.36	45	
River Falls	3	3,468.90	1,400.00	.....	165.00	2.32	.....	1,567.32	1,801.58	47	
Sheboygan	2	11,862.18	2,300.00	1,190.00	796.66	15.52	3,250.50	7,552.68	4,309.50	64	
Sheboygan Falls	3	2,384.32	1,200.00	.....	105.00	.48	.....	1,305.48	1,078.84	55	
Sparta	3	5,534.20	1,600.00	300.00	95.00	4.24	.....	1,999.24	3,534.96	36	
Stevens' Point	3	7,292.71	1,743.41	275.00	56.75	9.52	.....	2,084.68	5,208.03	29	Delinquent April 1 to 30, 1889.
Stoughton	3	3,558.38	1,500.00	.....	127.50	1.44	.....	1,628.94	1,929.44	46	
Sturgeon Bay	3	1,990.05	1,100.00	400.00	106.50	.47	.....	1,606.97	383.08	81	
Superior	3	2,178.85	1,100.00	.....	111.00	.96	.....	1,211.96	966.89	56	
Tomah	3	3,357.56	1,400.00	200.00	165.00	2.00	.....	1,767.00	1,590.56	53	
Viroqua	3	2,703.05	1,200.00	200.00	123.75	3.12	.....	1,526.87	1,176.18	56	
Washburn	3	1,915.50	550.00	.....	.....	.....	.....	550.00	1,365.50	29	Presidential from August 9, 1888; delinquent first quarter 1889.
Watertown	3	8,841.49	2,000.00	900.00	625.00	13.79	.....	3,538.79	5,302.70	40	
Waukesha	3	10,543.69	2,100.00	800.00	520.00	12.64	.....	3,432.64	7,111.05	33	
Waupaca	3	3,414.34	1,500.00	150.00	150.00	1.60	.....	1,801.60	1,612.74	53	
Waupun	3	3,713.13	1,500.00	.....	65.00	1.68	.....	1,566.68	2,146.45	42	
Wausau	3	10,255.64	2,000.00	825.00	382.50	75.82	.....	3,283.32	6,972.32	32	
West Superior	3	5,248.48	982.61	.....	171.90	3.76	.....	1,158.33	4,090.15	23	Presidential from November 20, 1888.
White Water	3	7,741.05	1,900.00	.....	232.50	3.52	.....	2,136.02	5,605.03	28	
Total	.....	863,949.11	137,104.05	90,320.27	26,136.59	2,425.09	127,254.41	383,234.41	480,714.70	44	

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
VERMONT—continued											
West Randolph	3	$3,812.44	$1,500.00	$200.00	$172.50	$2.08	.....	$1,874.58	$1,937.86	49	
White River Junction	3	3,798.45	1,400.00	200.00	108.75	3.12	.....	1,711.87	2,086.58	45	
Windsor	3	3,429.77	1,400.00	250.00	.....	3.44	.....	1,653.44	1,776.33	48	Do.
Winooski	3	2,262.99	1,100.00	.....	101.25	1.76	.....	1,203.01	1,059.98	53	
Woodstock	3	3,735.40	1,400.00	300.00	165.00	3.20	.....	1,868.20	1,867.20	50	
Total	.....	188,746.28	43,254.40	16,495.18	6,248.69	318.44	$21,259.93	87,576.64	101,169.64	46	
VIRGINIA.											
Abingdon	3	3,997.32	1,500.00	300.00	150.00	3.20	.....	1,953.20	2,044.12	49	
Alexandria	2	12,553.10	2,300.00	2,600.00	.....	113.60	3,248.34	8,261.94	4,201.16	66	In Government building.
Berryville	3	2,302.46	1,100.00	74.00	111.00	1.68	.....	1,286.68	1,015.78	56	
Charlottesville	3	7,639.28	1,900.00	1,000.00	192.50	13.92	.....	3,106.42	4,532.86	41	
Christiansburgh	3	2,346.03	1,100.00	.....	84.75	3.29	.....	1,188.04	1,157.99	51	
Culpeper	3	3,194.29	1,40.00	243.00	124.20	1.52	.....	1,768.72	1,425.57	55	
Danville	2	14,144.04	2,400.00	2,495.00	.....	19.28	3,223.31	8,137.59	6,006.45	58	Do.
Farmville	3	3,230.23	1,400.00	400.00	165.00	4.16	.....	1,969.16	1,261.07	61	
Fortress Monroe	3	3,499.90	1,500.00	400.00	30.90	7.04	.....	1,937.94	1,561.96	55	Do.
Fredericksburgh	3	6,187.63	1,800.00	742.50	270.00	14.40	.....	2,826.90	3,360.73	46	
Front Royal	3	1,888.20	915.76	91.66	62.50	1.52	.....	1,071.44	816.76	51	
Glen Allen	3	1,646.50	1,000.00	.....	8.00	.08	.....	1,008.08	638.42	61	
Gordonsville	3	2,749.30	1,300.00	250.00	144.00	.64	.....	1,694.64	1,054.66	60	
Hampton	3	6,228.32	1,700.00	100.00	213.75	8.68	.....	2,022.43	4,205.89	32	
Harrisonburgh	3	4,347.94	1,500.00	999.99	.....	6.32	.....	2,506.31	1,841.63	58	
Leesburgh	3	3,426.85	1,400.00	300.00	147.01	5.21	.....	1,852.22	1,574.63	54	
Lexington	3	5,659.21	1,600.00	500.00	210.00	8.08	.....	2,318.08	3,341.13	40	
Liberty	3	5,166.58	1,600.00	300.00	200.05	6.70	.....	2,106.75	3,059.53	41	
Luray	3	2,707.04	1,200.00	100.00	112.50	2.48	.....	1,414.98	1,292.06	52	
Lynchburgh	2	31,492.74	2,800.00	5,960.00	.....	127.66	7,232.57	16,120.23	15,372.51	51	Do.
Manchester	3	2,658.42	1,100.00	.....	111.00	6.80	.....	1,217.80	1,440.62	46	
Marion	3	1,264.82	612.77	.....	101.74	1.28	.....	715.79	549.03	57	Presidential from Dec. 11, 1888.
Martinsville	3	1,086.31	559.78	75.53	75.57	1.78	.....	712.66	373.65	66	Presidential from Dec. 10, 1888.
Newport News	3	3,307.87	1,400.00	98.32	165.00	6.32	.....	1,669.64	1,638.23	50	
Norfolk	1	54,681.53	3,100.00	9,170.00	.....	194.89	13,992.61	26,457.50	28,204.03	48	In Government building.
Petersburgh	2	21,269.93	2,600.00	3,200.00	.....	76.48	7,270.26	13,146.74	8,123.19	62	Do.
Pocahontas	3	10,350.08	1,300.00	.....	132.75	2.08	.....	1,434.83	1,417.93	50	
Portsmouth	2	172,720.65	2,100.00	950.00	490.00	102.77	3,692.82	7,335.59	3,014.49	70	
Richmond	1	17,303.37	3,400.00	24,235.80	2,211.00	986.05	27,376.14	58,108.99	114,611.66	34	Do.
Roanoke	2	3,488.18	2,300.00	1,2000.0	523.08	16.72	1,284.15	5,323.95	11,979.42	30	
Salem	2	3,852.70	1,500.00	.....	159.97	5.84	.....	1,665.81	1,822.37	48	

South Boston	3	584.56	275.00	60.00	.....	.56	.....	335.56	249.00	58	Presidential from April 1, 1889.
Staunton	2	15,339.26	2,400.00	2,200.00	543.05	36.00	3,499.33	8,678.38	6,660.88	57	
Suffolk	3	4,803.59	1,500.00	200.00	138.75	5.52	.....	1,844.27	2,959.32	38	
University of Virginia	3	3,614.72	1,500.00	.....	112.50	4.72	.....	1,617.22	1,997.50	45	
Warrenton	3	3,817.29	1,500.00	349.99	165.00	4.17	.....	2,019.16	1,798.13	53	
Winchester	3	7,808.23	1,900.00	850.00	.....	15.68	.....	2,765.68	5,042.55	36	
Woodstock	3	2,158.84	1,000.00	149.86	85.63	1.86	.....	1,237.35	921.49	57	
Wytheville	3	4,460.14	1,500.00	350.00	148.50	6.62	.....	2,005.12	2,455.02	43	
Total	.....	457,957.51	62,963.31	59,945.65	7,389.70	1,725.60	70,819.53	202,843.79	255,113.72	44	
WASHINGTON.											
Colfax	3	3,804.52	425.00	175.00	.....	.....	.....	600.00	3,204.52	16	Delinquent first and second quarters, 1889.
Dayton	3	3,516.44	1,500.00	300.00	27.75	.56	.....	1,828.31	1,688.13	52	
Ellensburgh	3	5,678.31	1,600.00	195.75	.....	2.24	.....	1,797.99	3,880.32	32	
North Yakina	3	3,767.38	1,100.00	500.00	111.00	1.12	.....	1,712.12	2,055.26	45	
Olympia	3	5,242.35	1,600.00	500.00	206.25	3.28	.....	2,309.53	2,932.82	44	
Pomeroy	3	1,881.29	858.70	.....	101.25	1.73	.....	961.68	919.61	51	Presidential from August 22, 1888.
Fort Townsend	3	6,285.94	1,500.00	814.11	172.10	3.52	.....	2,489.73	3,796.21	40	
Seattle	2	45,918.04	2,600.00	5,939.11	1,123.07	96.74	5,488.12	15,247.04	30,671.00	33	
Spokane Falls	2	25,131.21	2,400.00	2,721.64	595.00	34.21	1,567.73	7,318.58	17,812.63	29	
Sprague	3	3,861.10	1,400.00	.....	165.00	.96	.....	1,565.96	2,295.14	40	
Tacoma	2	37,987.66	2,500.00	2,726.57	760.00	27.29	4,660.23	10,274.09	27,713.57	27	
Vancouver	3	2,978.39	1,200.00	200.00	127.50	2.24	.....	1,529.74	1,448.65	51	
Walla Walla	2	11,437.44	2,200.00	1,500.00	620.00	6.80	938.28	5,265.08	6,172.36	46	
Total	.....	157,490.07	20,883.70	15,572.18	3,608.92	180.69	12,654.36	52,899.85	104,590.22	34	
WEST VIRGINIA.											
Charleston	2	14,262.85	2,300.00	1,600.00	.....	2.72	2,437.19	6,339.91	7,922.94	44	In Government building.
Charlestown	3	4,039.17	1,600.00	100.00	187.50	4.96	.....	1,892.46	2,146.71	47	
Clarksburgh	3	4,890.03	1,600.00	490.00	127.50	14.80	.....	2,142.30	2,747.73	44	Do.
Fairmont	3	3,011.03	1,300.00	212.50	75.00	6.72	.....	1,594.22	1,416.81	53	
Grafton	3	3,791.29	1,500.00	200.00	172.50	13.20	.....	1,885.70	1,905.59	50	
Hinton	3	2,070.49	962.50	131.25	90.55	.64	.....	1,184.94	885.55	57	Presidential from August 16, 1888.
Huntington	3	7,521.08	1,800.00	325.00	270.00	13.92	.....	2,408.92	5,112.16	32	
Keyser	3	1,475.68	678.53	57.00	84.50	1.60	.....	821.63	654.05	56	Presidential from November 19, 1888.
Martinsburgh	3	6,713.24	1,800.00	400.00	120.00	14.96	.....	2,334.96	4,378.28	35	
Morgantown	3	3,022.25	1,200.00	150.00	68.25	3.84	.....	1,422.09	1,600.16	47	
Moundsville	3	2,696.41	1,300.00	.....	78.10	3.52	.....	1,381.62	1,314.79	51	
Parkersburgh	2	15,365.20	2,400.00	2,250.00	.....	44.48	3,196.83	7,891.31	7,473.89	51	In Government building.
Piedmont	3	4,549.62	1,400.00	.....	61.21	4.32	.....	1,465.53	3,084.09	32	
Point Pleasant	3	2,471.33	1,200.00	150.00	90.00	3.92	.....	1,443.92	1,027.41	58	
Wellsburg	3	2,877.45	1,300.00	.....	104.25	3.84	.....	1,408.09	1,469.36	49	
Weston	3	2,764.41	1,300.00	240.75	120.39	5.74	.....	1,675.88	1,088.53	61	
Wheeling	1	47,379.61	8,000.00	9,391.76	.....	235.52	11,673.89	24,301.17	23,078.44	51	Do.
Total	.....	128,901.14	26,641.03	15,617.26	1,649.75	378.70	17,307.91	61,594.65	67,306.49	54	

No. 10—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June* 30, 1889—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
WISCONSIN.											
Antigo	3	$5,053.87	$1,500.00	$200.00	$172.50	$4.16	.....	$1,876.66	$3,177.21	37	
Appleton	2	13,083.69	2,400.00	1,800.00	632.14	.....	$3,369.56	8,401.70	4,681.99	64	
Ashland	2	14,258.85	2,400.00	2,000.00	600.00	.....	4,428.37	9,428.37	4,830.48	66	
Augusta	3	2,145.14	1,100.00	.....	96.00	.48	.....	1,196.48	948.66	56	
Baraboo	3	6,065.04	1,800.00	300.00	270.00	4.00	.....	2,374.00	3,691.04	39	
Beaver Dam	3	5,199.73	1,600.00	.....	210.00	4.72	.....	1,814.72	3,385.01	35	
Beloit	2	11,538.22	2,200.00	1,300.00	906.67	16.30	.....	4,422.97	7,115.25	38	
Berlin	3	6,183.74	1,700.00	162.00	105.00	4.32	.....	1,971.32	4,212.42	32	
Black River Falls	3	4,305.68	1,500.00	300.00	172.50	2.00	.....	1,974.50	2,331.18	46	
Boscobel	3	2,284.65	1,100.00	100.00	111.00	.99	.....	1,311.99	972.66	57	
Brodhead	3	2,778.40	1,200.00	150.00	105.00	2.16	.....	1,457.16	1,321.24	52	
Burlington	3	2,898.81	1,300.00	.....	144.00	3.55	.....	1,447.55	1,451.26	50	
Chilton	3	315.39	211.54	.....	.....	.16	.....	211.70	103.69	67	
Chippewa Falls	2	8,955.74	2,200.00	1,200.00	579.78	6.02	1,466.15	5,451.95	3,503.79	61	
Clinton	3	2,305.72	1,100.00	150.00	111.00	1.12	.....	1,362.12	943.60	58	
Columbus	3	5,579.63	1,700.00	.....	232.50	2.96	.....	1,935.46	3,644.17	35	
Cumberland	3	1,519.34	883.15	.....	101.25	.72	.....	985.12	534.22	65	Presidential from August 13, 1888.
Darlington	3	2,985.14	1,400.00	100.00	165.00	.40	.....	1,665.40	1,319.74	56	
Delavan	3	4,261.68	1,500.00	.....	150.00	2.40	.....	1,652.40	2,609.28	39	
De Pere	3	3,071.06	1,400.00	80.00	165.00	1.92	.....	1,646.92	1,424.14	54	
Dodgeville	3	2,411.66	1,100.00	100.00	111.00	.56	.....	1,311.56	1,100.10	54	
Eau Claire	2	19,862.03	2,500.00	2,244.99	1,500.00	71.77	6,975.10	13,291.86	6,570.17	67	
Edgerton	3	2,328.08	1,100.00	200.00	103.82	.40	.....	1,404.22	923.86	65	
Elkhorn	3	2,732.18	1,300.00	.....	105.00	1.20	.....	1,406.20	1,325.98	51	
Evansville	3	2,987.82	1,300.00	.....	81.00	.40	.....	1,381.40	1,606.42	46	
Florence	3	2,287.58	1,100.00	.....	108.20	.72	.....	1,208.92	1,078.66	53	
Fond du Lac	2	14,821.82	2,400.00	2,800.00	1,159.33	.....	4,760.34	11,119.67	3,702.15	75	
Fort Atkinson	3	5,599.08	1,700.00	250.00	225.00	2.72	.....	2,177.72	3,421.36	39	
Fort Howard	3	3,111.34	1,200.00	500.00	127.50	3.68	.....	1,831.18	1,280.16	59	
Grand Rapids	3	2,194.42	1,100.00	100.00	111.00	1.28	.....	1,312.28	882.24	60	
Green Bay	2	12,092.06	2,300.00	1,369.99	464.28	18.00	.....	4,152.27	7,939.79	34	
Hayward	3	2,814.33	1,300.00	.....	122.25	1.44	.....	1,423.69	1,390.64	50	
Hudson	3	4,322.39	1,600.00	162.00	210.00	7.60	.....	1,979.60	2,342.79	46	
Hurley	3	3,030.85	1,350.00	.....	.....	1.20	.....	1,351.20	1,679.65	45	Delinquent, second quarter, 1889.
Janesville	2	17,212.21	2,500.00	2,482.33	1,355.87	4.96	4,369.96	10,713.12	6,499.09	62	
Jefferson	3	3,881.36	1,500.00	.....	150.00	3.12	.....	1,653.12	2,228.24	43	
Kenosha	3	6,899.23	1,800.00	200.00	195.00	8.80	.....	2,203.80	4,695.43	32	
Kilbourn City	3	2,031.56	1,000.00	.....	101.25	.56	.....	1,101.81	929.75	54	
La Crosse	2	35,767.52	2,800.00	3,700.00	1,840.00	141.86	9,412.79	17,894.65	17,872.87	50	
Lake Geneva	3	4,270.21	1,600.00	76.00	141.25	2.24	.....	1,819.49	2,450.72	43	
Lancaster	3	3,014.11	1,300.00	180.00	141.20	1.04	.....	1,622.24	1,391.87	54	

Madison	2	32,790.17	2,800.00	5,250.00	.....	80.02	5,863.65	13,993.67	18,796.50	43	In Government building.
Manitowoc	3	8,082.36	1,900.00	300.00	270.00	5.28	.....	2,475.28	5,607.08	31	
Marinette	2	9,045.40	2,000.00	875.00	376.91	6.88	.....	3,258.79	5,786.61	36	
Marshfield	3	2,930.31	1,300.00	100.00	144.00	1.44	.....	1,545.44	1,384.87	53	
Manston	3	3,189.27	1,500.00	.....	172.50	1.76	.....	1,674.26	1,515.01	52	
Medford	3	2,116.84	1,000.00	.....	92.25	.80	.....	1,093.05	1,023.79	51	
Menasha	3	4,167.67	1,400.00	400.00	165.00	4.16	.....	1,909.16	2,198.51	47	
Menomonee	3	5,141.21	1,600.00	499.28	210.00	4.48	.....	2,313.76	2,827.45	45	
Merrill	3	6,573.86	1,800.00	300.00	167.00	2.64	.....	2,269.64	4,304.22	35	
Milwaukee	1	317,439.65	3,700.00	45,889.17	1,508.46	1,523.41	67,614.37	120,235.41	197,204.24	38	In Government building.
Mineral Point	3	3,095.83	1,400.00	150.00	103.55	1.20	.....	1,654.75	1,441.08	53	
Monroe	3	5,754.51	1,700.00	300.00	251.25	4.72	.....	2,255.97	3,498.54	39	
Neenah	3	6,529.01	1,700.00	150.00	195.00	.....	.....	2,045.00	4,484.01	31	
Neillsville	3	3,480.94	1,400.00	250.00	165.00	1.44	.....	1,816.44	1,664.50	53	
New London	3	2,369.71	1,100.00	.....	103.50	2.32	.....	1,205.82	1,163.89	51	
New Richmond	3	3,062.41	1,300.00	79.98	112.50	1.92	.....	1,494.40	1,568.01	49	
Oconomowoc	3	3,792.00	1,500.00	200.00	166.50	4.16	.....	1,870.66	1,921.34	49	
Oconto	3	4,584.21	1,600.00	150.00	141.25	2.32	.....	1,893.57	2,690.74	42	
Oshkosh	2	25,766.57	2,700.00	3,100.00	1,576.70	102.36	7,365.50	14,844.56	10,922.01	57	
Platteville	3	3,641.34	1,500.00	90.00	172.50	1.92	.....	1,764.42	1,879.92	48	
Portage	3	6,012.44	1,700.00	500.00	251.25	8.56	.....	2,459.81	3,552.63	41	
Prairie du Chien	3	2,665.46	1,300.00	200.00	139.00	3.44	.....	1,642.44	1,023.02	62	
Racine	2	32,375.60	2,700.00	3,439.53	1,473.88	167.93	8,378.12	16,159.46	16,216.14	50	
Reedsburgh	3	2,861.08	1,300.00	.....	123.75	1.44	.....	1,425.19	1,435.89	50	
Rhinelander	3	2,071.54	855.98	.....	110.00	.32	.....	966.30	1,105.24	47	Presidential from November 21, 1888.
Rice Lake	3	1,668.43	227.36	.....	18.43	.....	.....	245.79	1,422.64	15	Presidential from December 10, 1888. Delinquent first quarter, 1889. Delinquent April 1 to 30, 1889.
Richland Centre	3	3,066.95	1,300.00	150.00	144.00	1.36	.....	1,595.36	1,471.59	52	
Ripon	3	5,306.36	1,700.00	500.00	195.00	4.00	.....	2,399.00	2,907.36	45	
River Falls	3	3,468.90	1,400.00	.....	165.00	2.32	.....	1,567.32	1,801.58	47	
Sheboygan	2	11,862.18	2,300.00	1,190.00	796.66	15.52	3,250.50	7,552.68	4,309.50	64	
Sheboygan Falls	3	2,384.32	1,200.00	.....	105.00	.48	.....	1,305.48	1,078.84	55	
Sparta	3	5,534.20	1,600.00	300.00	95.00	4.24	.....	1,999.24	3,534.96	36	
Stevens' Point	3	7,292.71	1,743.41	275.00	56.75	9.52	.....	2,084.68	5,208.03	29	Delinquent April 1 to 30, 1889.
Stoughton	3	3,558.38	1,500.00	.....	127.50	1.44	.....	1,628.94	1,929.44	46	
Sturgeon Bay	3	1,900.05	1,100.00	400.00	106.50	.47	.....	1,606.97	383.08	81	
Superior	3	2,178.85	1,100.00	.....	111.00	.96	.....	1,211.96	966.89	56	
Tomah	3	3,357.56	1,400.00	200.00	165.00	2.00	.....	1,767.00	1,590.56	53	
Viroqua	3	2,703.05	1,200.00	200.00	123.75	3.12	.....	1,526.87	1,176.18	56	
Washburn	3	1,915.50	550.00	.....	.....	.....	.....	550.00	1,365.50	29	Presidential from August 9, 1888; delinquent first quarter 1889.
Watertown	3	8,841.49	2,000.00	900.00	625.00	13.79	.....	3,538.79	5,302.70	40	
Waukesha	3	10,543.69	2,100.00	800.00	520.00	12.64	.....	3,432.64	7,111.05	33	
Waupaca	3	3,414.34	1,500.00	150.00	150.00	1.60	.....	1,801.60	1,612.74	53	
Waupun	3	3,713.13	1,500.00	.....	65.00	1.68	.....	1,566.68	2,146.45	42	
Wausau	3	10,255.64	2,000.00	825.00	382.50	75.82	.....	3,283.32	6,972.32	32	
West Superior	3	5,248.48	982.61	.....	171.90	3.76	.....	1,158.33	4,090.15	23	Presidential from November 20, 1888.
White Water	3	7,741.05	1,900.00	.....	232.50	3.52	.....	2,136.02	5,605.03	28	
Total	.....	863,949.11	137,104.05	90,320.27	26,130.59	2,425.09	127,254.41	383,234.41	480,714.70	44	

No. 10.—*Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June* 30, 1889—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
WYOMING.											
Buffalo	3	$2,240.69	$998.90	.....	$120.00	.....	.....	$1,118.90	$1,121.79	50	
Cheyenne	2	13,012.65	2,400.00	$2,340.00	959.33	$27.43	$2,180.27	7,907.03	5,105.62	61	
Evanston	3	3,923.49	1,500.00	.....	16.50	.56	.....	1,517.06	2,406.43	39	
Laramie	2	8,452.66	2,000.00	767.00	54.00	4.24	.....	2,825.24	5,627.42	33	
Rawlins	3	3,832.73	1,500.00	250.00	127.50	3.12	.....	1,880.62	1,952.11	49	
Rock Springs	3	2,587.28	825.00	.....	105.00	1.28	.....	931.28	1,656.00	36	Presidential from October 1, 1888.
Total	.....	34,049.50	9,223.90	3,357.00	1,382.33	36.63	2,180.27	16,180.13	17,869.37	45	

No. 11.—*Statement showing the transactions of the money-order offices of the United States for the fiscal year ended June 30, 1889.*

States and Territories.	Balance from last year.	Domestic money-orders issued.			Postal-notes issued.		
		Number.	Amount.	Fees.	Number.	Amount.	Fees.
Alabama	$23,126.93	170,264	$2,051,456.16	$16,222.97	69,498	$122,452.84	$2,088.60
Arizona	11,376.98	35,226	652,880.27	4,336.09	15,332	30,038.43	460.32
Arkansas	38,316.12	159,608	2,180,600.55	16,346.19	87,113	155,521.10	2,616.00
California	114,569.97	384,610	5,245,822.10	39,067.49	193,472	373,065.90	5,814.03
Colorado	60,297.40	200,252	2,700,505.89	20,212.57	113,518	210,286.16	3,410.70
Connecticut	10,444.30	125,043	1,309,041.51	11,016.55	93,991	170,506.19	2,822.61
Dakota	21,409.02	106,700	1,100,650.92	9,360.38	122,259	210,553.16	3,672.33
Delaware	1,936.88	13,458	148,870.04	1,221.29	14,043	26,786.27	421.71
District of Columbia	17,735.41	49,908	701,975.88	5,158.72	26,897	50,760.58	809.70
Florida	20,295.10	101,672	1,130,814.88	9,261.09	56,085	97,870.69	1,683.49
Georgia	29,665.22	187,951	2,290,897.85	18,066.39	113,421	213,088.84	3,406.17
Idaho	31,487.06	29,558	512,721.64	3,485.77	16,925	33,086.13	508.23
Illinois	100,729.00	753,653	7,671,223.02	65,488.43	505,744	893,818.48	15,203.10
Indiana	39,326.79	406,234	3,900,052.70	34,361.44	265,048	459,489.14	7,958.49
Indian Territory	1,594.04	9,492	139,955.84	1,019.10	6,854	13,203.18	205.80
Iowa	68,453.02	525,866	4,746,563.70	43,248.90	503,130	838,844.17	15,108.75
Kansas	50,501.91	477,850	4,282,769.90	39,090.11	384,267	635,637.18	11,539.02
Kentucky	10,939.18	132,783	1,311,168.65	11,340.50	74,023	129,723.44	2,223.99
Louisiana	37,123.25	148,600	2,508,851.53	17,353.67	86,110	69,825.51	1,156.20
Maine	18,080.80	99,789	1,230,765.83	9,644.33	75,394	127,425.19	2,265.06
Maryland	8,415.73	67,325	868,392.72	6,682.31	61,748	120,272.27	1,854.93
Massachusetts	50,327.76	317,149	3,651,813.48	29,340.73	236,248	439,228.10	7,100.43
Michigan	61,104.14	470,588	4,774,317.14	40,830.62	334,359	585,102.38	10,038.45
Minnesota	42,011.30	239,250	2,426,904.12	20,718.31	171,184	300,910.10	5,144.25
Mississippi	25,969.44	198,335	2,508,807.68	19,538.63	59,166	102,065.18	1,776.93
Missouri	58,005.39	451,051	4,813,827.79	40,162.49	303,429	533,059.23	9,114.21
Montana	31,068.57	59,230	956,832.79	6,678.77	41,062	78,781.12	1,233.99
Nebraska	26,532.50	208,720	1,864,005.62	16,962.07	215,808	349,857.40	6,480.06
Nevada	6,963.82	30,128	516,486.98	3,548.77	11,514	28,407.81	345.72
New Hampshire	6,907.79	60,712	618,744.03	5,296.83	61,852	115,028.55	1,857.75
New Jersey	14,153.96	115,063	1,453,525.31	11,278.34	74,844	133,194.26	2,249.01
New Mexico	17,823.57	35,639	470,638.70	3,566.83	20,707	39,425.92	622.08
New York	126,381.06	718,407	8,390,496.28	66,920.92	513,751	946,595.55	15,448.41
North Carolina	20,470.31	140,484	1,665,201.39	13,327.23	83,632	159,047.67	2,511.90
Ohio	54,474.20	642,645	6,282,187.51	54,666.64	454,727	790,885.01	13,662.12
Oregon	107,246.34	101,414	1,613,976.58	11,358.69	56,647	102,130.59	1,703.79
Pennsylvania	81,903.79	554,758	6,090,091.04	50,299.75	435,716	792,453.21	13,087.59
Rhode Island	6,448.46	40,819	485,958.58	3,843.72	22,932	40,213.56	688.95
South Carolina	19,042.89	108,464	1,188,986.61	9,867.03	52,396	99,937.73	1,573.35
Tennessee	25,314.64	169,851	1,958,371.81	15,791.36	73,458	129,750.85	2,206.26
Texas	103,769.59	553,804	8,116,142.94	59,295.00	264,444	453,261.42	7,940.40
Utah	20,280.05	35,854	565,111.77	3,981.28	20,142	40,529.57	604.95
Vermont	5,696.01	56,588	548,109.52	4,792.25	49,720	86,878.90	1,493.82
Virginia	15,351.52	126,188	1,390,870.20	11,445.35	79,705	149,467.33	2,394.24
Washington	21,417.08	95,318	1,551,116.63	10,809.14	48,772	90,293.94	1,467.99
West Virginia	5,781.35	55,006	551,707.55	4,749.48	42,847	76,803.44	1,287.24
Wisconsin	44,816.27	333,160	3,573,118.31	29,863.56	222,087	397,822.23	6,670.71
Wyoming	7,279.84	25,573	368,513.55	2,689.42	14,699	27,804.83	441.39
Total	1,722,360.05	10,130,140	115,081,845.79	933,607.50	6,802,720	12,082,190.73	204,377.82

No. 11.—*Statement showing the transactions of the money-order offices, etc.*—Continued.

States and Territories.	International orders issued.			Number certificates of deposit.	Deposits received from postmasters.	Drafts on postmaster New York.
	Number.	Amount.	Fees.			
Alabama	2,535	$43,911.28	$516.75	12,969	$1,120,112.87	$40,840.60
Arizona	454	10,326.21	114.20	.....	22,859.00	.....
Arkansas	992	15,803.95	199.55	14,352	1,069,018.57	60,015.00
California	46,109	906,145.45	10,376.40	24,368	4,165,771.18	80,100.00
Colorado	19,625	443,500.09	4,917.30	14,717	1,712,408.22	36,676.58
Connecticut	23,310	333,254.64	4,145.50	7,677	481,699.97	192,384.00
Dakota	3,618	69,204.59	806.85	2,038	155,389.81	111,790.00
Delaware	1,773	24,197.03	305.70	.....	.....	6,770.00
District of Columbia	7,855	181,520.31	2,106.10	6,470	1,085,563.92	0,500.00
Florida	1,547	31,763.86	364.35	6,716	362,167.67	35,125.00
Georgia	2,969	60,353.14	693.50	28,150	1,714,982.89	248,450.00
Idaho	539	12,861.61	143.10	645	110,990.00	3,865.00
Illinois	69,513	987,990.22	12,440.30	105,916	8,183,987.11	1,565,618.00
Indiana	7,668	95,553.02	1,261.25	28,869	1,403,813.85	959,975.00
Indian Territory	13	130.93	2.00	.....	.....	.....
Iowa	8,344	100,621.16	1,354.45	61,139	2,116,010.70	855,469.07
Kansas	4,465	58,110.56	763.50	4,857	278,934.31	812,832.00
Kentucky	3,932	58,313.84	725.80	11,769	616,907.52	218,205.00
Louisiana	7,596	175,309.99	1,946.60	28,807	4,220,630.09	2,205.00
Maine	6,837	112,912.81	1,372.25	12,679	904,410.83	73,035.00
Maryland	8,346	111,983.62	1,440.15	13,798	870,849.28	57,233.00
Massachusetts	89,917	1,269,474.77	15,830.15	32,939	2,686,260.15	336,649.50
Michigan	32,012	462,289.27	5,809.15	39,628	1,948,200.73	751,069.00
Minnesota	13,796	208,677.52	2,597.20	32,852	1,870,866.08	288,520.00
Mississippi	541	9,561.73	112.00	.....	.....	94,290.00
Missouri	17,706	284,739.64	3,457.30	138,465	7,376,199.58	300,989.00
Montana	9,558	220,172.41	2,400.00	5,440	760,637.13	2,015.00
Nebraska	5,126	69,344.03	887.00	27,519	1,560,007.00	130,410.00
Nevada	1,560	33,937.08	377.10	.....	980.00	.....
New Hampshire	4,971	67,374.70	860.75	.....	.....	62,680.00
New Jersey	43,138	557,348.42	7,150.25	1,652	88,027.81	265,331.40
New Mexico	827	18,239.41	206.50	5,303	337,283.44	16,970.00
New York	201,433	2,735,388.85	34,626.65	82,241	35,448,300.09	1,177,578.45
North Carolina	983	20,709.60	239.90	5,774	302,522.33	135,645.00
Ohio	33,458	438,962.99	5,670.50	69,460	3,187,436.34	1,095,238.65
Oregon	5,136	107,490.08	1,221.25	16,487	2,002,376.01	42,850.00
Pennsylvania	77,187	1,020,122.20	13,076.85	62,267	5,133,091.61	463,636.07
Rhode Island	13,826	191,277.87	2,414.30	2,856	201,815.29	2,005.00
South Carolina	1,139	24,487.59	279.50	12,181	690,082.13	78,155.00
Tennessee	2,746	46,647.44	557.10	23,969	1,524,428.21	119,818.35
Texas	7,585	119,953.26	1,467.15	53,377	4,646,373.64	269,228.00
Utah	3,279	52,154.72	642.00	5,190	487,810.37	44,465.00
Vermont	3,854	59,117.72	729.10	.....	.....	120,860.94
Virginia	2,944	56,410.03	661.90	19,662	1,317,747.07	275,499.00
Washington	6,023	135,788.58	1,521.00	.....	19,966.30	.....
West Virginia	973	14,044.89	178.35	.....	.....	53,175.00
Wisconsin	15,182	194,568.45	2,551.45	35,958	2,446,303.25	328,986.00
Wyoming	1,490	28,464.21	325.60	.....	.....	7,090.00
Total	824,427	12,280,516.67	151,845.60	1,059,156	104,633,222.35	11,866,242.01

No. 11.—*Statement showing the transactions of the money-order offices, etc.*—Continued.

States and Territories.	Transferred from postage fund.	Gain.	Premium.	Balance due postmasters.	Domestic money-orders.			
					Paid.		Repaid.	
					No.	Amount.	No.	Amount.
Alabama	$1,312.16	.....	.....	$277.82	81,637	$1,136,778.63	1,436	$13,170.67
Arizona	71.22	.....	.....	18.01	8,265	230,562.04	302	5,913.68
Arkansas	1,291.33	.....	.....	280.22	68,726	1,064,980.52	1,601	16,706.66
California	30,174.80	$1.25	.....	834.75	294,139	4,968,898.53	3,428	45,445.94
Colorado	5,900.25	.83	.....	373.94	104,923	1,723,907.85	1,888	30,931.33
Connecticut	4,387.66	.....	.....	263.81	132,414	1,307,495.21	712	6,998.66
Dakota	4,298.08	.....	.....	373.71	39,893	589,240.63	1,069	11,051.93
Delaware	819.63	.....	.....	20.49	7,500	104,777.40	86	969.89
District of Columbia	.....	.....	.....	.....	81,204	861,502.01	274	3,891.89
Florida	6,935.09	2.36	$63.50	321.10	49,722	691,627.84	1,071	10,090.03
Georgia	3,550.02	.....	.....	424.46	165,798	2,019,669.02	1,440	15,380.01
Idaho	514.57	33.30	.....	16.74	6,982	180,044.30	206	3,601.40
Illinois	28,674.41	.73	.....	3,025.27	1,268,283	11,689,019.51	5,327	54,965.33
Indiana	13,743.04	1.06	.....	1,407.59	315,814	3,755,371.97	2,780	23,434.36
Indian Territory	.....	.....	.....	124.54	1,545	30,165.15	71	630.79
Iowa	18,391.28	2.20	.....	1,291.33	335,835	3,709,918.82	4,035	34,411.80
Kansas	39,277.27	.....	.....	1,387.57	263,915	3,392,175.01	4,533	38,616.48
Kentucky	6,508.68	.....	.....	292.05	131,612	1,578,722.05	1,133	10,280.44
Louisiana	1,328.53	.....	.....	284.75	188,976	2,572,046.70	1,066	14,525.96
Maine	6,411.89	.73	.....	396.23	97,078	1,185,370.24	491	5,093.93
Maryland	3,655.60	.....	.....	289.28	105,119	1,417,354.76	430	5,470.89
Massachusetts	25,954.23	.54	.....	586.63	597,566	4,929,702.33	1,805	19,351.62
Michigan	28,216.20	1.46	.....	873.15	348,659	4,062,219.24	3,626	34,647.66
Minnesota	179,358.33	.....	.....	563.90	194,933	2,270,972.22	1,868	18,709.21
Mississippi	1,241.16	.....	3.35	1,043.62	67,376	895,779.43	1,584	15,166.44
Missouri	24,174.50	.....	.....	1,421.03	619,553	7,706,690.56	3,694	35,754.19
Montana	510.26	.....	.....	153.27	15,506	313,557.59	503	7,779.11
Nebraska	11,164.54	2.19	.....	1,233.34	111,084	1,507,932.25	2,043	17,297.70
Nevada	22.30	.....	.....	41.21	7,018	127,805.54	234	3,729.57
New Hampshire	6,985.00	.....	.....	198.36	37,480	476,221.43	340	3,126.15
New Jersey	9,479.28	.....	.....	605.64	101,231	1,412,389.93	789	10,139.27
New Mexico	680.75	.....	.....	55.71	9,409	182,453.87	331	4,182.26
New York	44,765.29	107.37	.....	3,025.70	1,626,572	14,977,929.21	3,177	61,702.75
North Carolina	5,573.69	.....	.....	552.85	68,870	916,591.85	1,015	9,600.43
Ohio	18,412.96	1.51	.....	2,091.15	729,429	7,267,612.55	4,368	40,069.35
Oregon	1,082.80	.....	.....	89.57	59,309	1,321,962.93	902	14,958.97
Pennsylvania	21,277.78	.37	.....	2,048.35	676,376	6,591,617.05	4,317	45,912.65
Rhode Island	170.00	.....	.....	57.51	27,883	356,561.86	248	3,129.46
South Carolina	1,245.48	.....	.....	169.54	52,362	643,894.96	686	6,325.09
Tennessee	15,118.34	.....	.....	463.91	171,898	2,350,927.99	1,357	13,180.95
Texas	18,731.63	.....	.....	1,117.27	297,780	5,335,907.41	4,897	57,320.48
Utah	734.76	.....	.....	43.31	21,315	436,577.97	285	4,754.91
Vermont	5,710.89	.....	.....	249.02	37,386	477,965.09	270	3,000.01
Virginia	5,713.05	1.10	.....	274.34	114,014	1,504,212.65	901	8,141.08
Washington	10,295.26	.....	.....	62.00	32,224	753,188.75	1,022	15,792.21
West Virginia	4,336.27	.....	.....	44.40	25,294	334,467.89	386	3,116.20
Wisconsin	13,062.22	.....	.....	967.54	246,118	2,971,001.50	2,347	21,955.90
Wyoming	264.62	.....	.....	20.43	5,794	107,257.66	260	3,611.46
Total	631,527.64	157.00	56.85	29,756.41	10,051,909	114,447,868.90	76,634	834,038.04

No. 11.—*Statement showing the transactions of the money-order offices, etc.*—Continued.

States and Territories.	Postal-notes.				International money-orders.			
	Paid.		Repaid.		Paid.		Repaid.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
Alabama	28,206	$55,649.33	763	$1,362.89	283	$7,412.23	9	$192.39
Arizona	2,833	6,412.20	166	350.77	44	1,524.78	.....	.....
Arkansas	31,891	65,781.30	801	1,471.03	350	9,635.62	5	22.29
California	135,119	283,665.56	2,242	4,641.88	10,888	249,736.11	163	2,993.46
Colorado	51,032	102,268.25	1,740	3,508.27	2,107	53,883.42	41	951.23
Connecticut	103,699	162,345.54	1,213	2,508.73	5,490	70,895.19	64	730.06
Dakota	34,317	61,602.78	1,634	2,834.18	1,635	49,798.46	14	162.25
Delaware	4,779	10,001.00	133	226.65	221	4,095.13	6	50.24
District of Columbia	81,759	124,059.67	448	907.48	4,960	35,143.94	30	518.31
Florida	23,297	43,628.00	869	1,499.87	822	18,918.98	4	70.00
Georgia	87,617	168,081.33	1,673	3,212.51	409	7,740.73	5	41.06
Idaho	2,866	6,444.30	150	345.75	84	2,552.54	4	142.15
Illinois	892,494	1,540,277.52	5,414	10,415.25	25,688	438,938.51	212	2,902.72
Indiana	147,379	324,906.98	2,496	4,515.36	3,315	67,602.03	34	411.16
Indian Territory	771	1,548.63	73	143.36	7	148.33	.....	.....
Iowa	233,695	439,827.79	4,648	7,717.82	3,988	98,869.44	28	325.06
Kansas	151,657	279,660.82	4,201	7,219.78	1,968	51,135.40	26	520.27
Kentucky	61,668	111,140.53	978	1,791.14	1,048	24,977.97	12	95.92
Louisiana	306,943	484,011.93	566	1,102.73	2,244	41,152.04	19	287.35
Maine	68,150	111,148.74	635	1,215.20	3,983	47,102.86	21	281.40
Maryland	64,756	130,480.70	1,342	3,126.13	2,362	49,245.55	21	295.23
Massachusetts	442,805	768,119.03	2,928	5,843.67	24,367	331,160.77	283	3,632.45
Michigan	222,137	411,965.14	3,819	7,036.23	11,498	219,814.29	130	2,082.18
Minnesota	131,005	246,582.20	2,317	4,488.15	6,264	163,419.37	59	665.20
Mississippi	19,496	39,333.71	724	1,282.48	90	1,918.28	5	26.95
Missouri	394,905	735,864.96	3,715	7,019.37	5,364	119,097.94	60	754.53
Montana	10,027	20,683.66	450	1,014.01	778	20,161.68	22	391.43
Nebraska	96,399	181,718.23	2,511	4,321.69	2,213	65,212.82	29	427.11
Nevada	2,270	5,140.69	103	224.93	114	3,508.41	3	56.99
New Hampshire	28,497	57,750.73	498	993.61	714	12,790.46	19	368.12
New Jersey	68,687	105,208.00	1,159	2,158.58	6,898	130,279.83	123	1,304.01
New Mexico	4,038	8,537.78	245	522.48	102	3,140.57	2	29.90
New York	1,210,584	2,027,896.80	6,249	11,565.49	82,900	1,177,982.78	541	6,559.25
North Carolina	39,313	82,634.71	1,006	2,056.20	173	4,283.77	6	17.29
Ohio	505,690	866,158.34	5,061	9,676.59	10,583	198,221.17	105	1,126.64
Oregon	25,203	51,236.86	840	1,749.77	1,492	34,983.16	23	320.19
Pennsylvania	507,236	855,565.60	6,922	14,204.33	21,382	320,424.62	200	2,507.05
Rhode Island	17,956	31,842.42	538	1,046.71	1,782	31,747.96	24	235.76
South Carolina	24,854	50,055.06	696	1,340.13	147	3,059.04	3	25.74
Tennessee	70,024	120,846.38	713	1,372.69	514	10,426.04	10	141.59
Texas	120,650	228,484.03	3,158	5,897.25	2,251	59,420.24	31	172.84
Utah	8,921	20,187.10	149	326.87	353	7,589.85	10	45.91
Vermont	25,209	47,163.50	324	759.08	935	16,061.87	17	130.08
Virginia	50,126	105,882.63	936	1,756.66	771	16,078.89	9	188.70
Washington	12,474	26,093.66	603	1,202.58	1,679	43,989.68	11	268.25
West Virginia	14,550	29,994.73	533	779.20	171	4,012.14	3	25.02
Wisconsin	136,547	273,376.55	1,796	3,385.37	6,112	157,777.39	70	941.75
Wyoming	2,575	5,392.86	145	278.54	141	3,657.95	5	82.56
Total	6,707,106	11,925,658.26	80,348	152,419.44	261,679	4,490,728.23	2,521	33,520.04

No. 11.—*Statement showing the transactions of the money-order offices, etc.*—Continued.

States and Territories.	Drafts paid by postmaster, New York, N. Y.	Deposited at first-class offices.	Transferred to postage fund.	Loss.	Expense.
Alabama		$2,175,018.74	$271.78	$100.00	$3.15
Arizona		474,962.88	1.20		2.50
Arkansas		2,345,030.34	284.10		153.70
California		5,259,432.70	209.69	2.30	3,165.02
Colorado		3,249,739.83	514.05	225.00	2,448.12
Connecticut		952,099.87	46.00	2.20	490.00
Dakota		945,197.15	267.27		19.80
Delaware		88,267.00	187.00		
District of Columbia		1,009,264.00			5,732.30
Florida		904,869.72	694.85		6.45
Georgia		2,325,991.28	269.22	293.00	5,037.77
Idaho		483,018.40	44.73		
Illinois		5,658,355.33	720.32	74.29	15,369.78
Indiana		2,683,222.46	279.79	29.00	20.27
Indian Territory		122,157.48			
Iowa		4,431,321.70	253.00	72.36	15.40
Kansas		2,375,108.28	1,481.66	167.05	51.05
Kentucky		628,993.07	435.59	110.00	2.00
Louisiana		3,830,980.56	440.00	230.32	13.20
Maine		1,125,565.05	60.68	.52	13.79
Maryland		434,373.59			1.70
Massachusetts		2,404,727.90	1,802.66	208.29	1,704.77
Michigan		3,842,233.45	1,380.15	188.44	51.25
Minnesota		2,593,332.85	199.00		39.94
Mississippi		1,777,492.34	190.04	422.87	15.55
Missouri		4,757,826.56	589.16	54.02	4,901.43
Montana		1,665,419.47		137.53	5.85
Nebraska		2,226,970.99	415.84	20.70	3.05
Nevada		436,255.63			
New Hampshire		325,807.67	331.61	1.70	.70
New Jersey		865,458.84		115.69	4.00
New Mexico		692,649.85	83.50	.16	4.20
New York	$11,859,194.49	18,076,539.79	635,589.38	169.63	27,008.00
North Carolina		1,289,791.86	531.64		6.30
Ohio		3,486,639.51	630.37	1,035.00	4,752.51
Oregon		2,464,099.52	296.00		2,555.13
Pennsylvania		5,733,025.60	377.60	142.39	29,917.80
Rhode Island		505,611.83	39		
South Carolina		1,387,679.77	785.34		33.30
Tennessee		1,303,700.14	150.00	32.10	528.51
Texas		7,966,704.85	1,138.32	815.94	3,760.62
Utah		728,176.51			
Vermont		286,383.50	59.00		1.47
Virginia		1,564,977.11	531.00	60.00	2,695.60
Washington		970,043.96	36.60		
West Virginia		330,455.55	56.30		2.00
Wisconsin		3,542,554.65	75.00	2.40	42.84
Wyoming		315,303.77			
Total	11,859,194.49	113,042,862.90	651,708.83	4,712.90	110,580.82

No. 11.—*Statement showing the transactions of the money-order offices, etc.*—Continued.

States and Territories.	Commissions on money-orders.	Commissions on postal-notes.	Balance due the United States.	Miscellaneous items.
Alabama	$5,430.79	$551.55	$26,132.24	$243.93
Arizona	1,553.40	174.42	11,014.74	2.12
Arkansas	5,952.57	828.27	29,059.14	103.07
California	9,024.75	1,295.81	123,035.18	196.39
Colorado	5,446.13	799.36	23,822.69	45.30
Connecticut	2,551.12	531.95	13,144.20	128.01
Dakota	4,172.01	1,149.95	21,835.55	178.89
Delaware	376.88	103.72	2,290.48	3.65
District of Columbia			11,111.02	
Florida	3,815.62	515.43	20,843.53	79.86
Georgia	5,743.83	913.85	31,113.75	91.72
Idaho	1,330.32	190.59	31,988.64	10.03
Illinois	24,256.46	4,428.78	87,651.00	823.27
Indiana	13,896.77	2,341.47	40,281.81	629.94
Indian Territory	389.28	74.31	948.10	
Iowa	19,904.29	4,989.19	66,109.55	622.51
Kansas	18,193.22	3,736.81	42,359.90	417.60
Kentucky	3,862.09	583.20	10,185.34	169.31
Louisiana	4,682.81	277.35	86,155.12	109.33
Maine	3,682.21	656.07	16,380.50	150.36
Maryland	1,569.19	329.43	8,696.73	124.99
Massachusetts	6,208.11	1,153.30	68,463.59	487.98
Michigan	15,774.34	2,781.44	67,201.00	476.88
Minnesota	7,264.30	1,399.30	38,890.31	309.06
Mississippi	7,634.61	612.10	24,328.70	206.22
Missouri	14,290.72	2,655.34	59,160.61	481.77
Montana	1,871.56	358.09	28,951.44	151.89
Nebraska	7,586.34	2,057.19	22,129.87	791.97
Nevada	1,103.69	110.53	8,156.89	17.92
New Hampshire	2,323.11	592.30	5,523.18	102.99
New Jersey	2,768.92	450.86	11,958.22	107.53
New Mexico	1,282.22	195.84	12,391.91	38.67
New York	15,928.45	3,106.75	107,466.63	995.22
North Carolina	5,256.05	801.58	15,142.64	87.55
Ohio	18,206.30	3,304.02	51,236.58	990.65
Oregon	3,788.52	526.56	94,992.11	55.98
Pennsylvania	14,953.70	3,024.35	68,583.79	832.08
Rhode Island	508.20	66.90	4,137.90	3.85
South Carolina	3,772.36	485.56	16,515.26	56.24
Tennessee	5,498.70	616.20	21,932.50	114.48
Texas	20,043.75	2,394.84	114,371.04	848.69
Utah	952.37	119.90	17,617.00	9.39
Vermont	2,167.21	443.25	5,330.64	173.47
Virginia	4,084.23	567.14	16,419.56	238.98
Washington	2,659.76	340.43	29,122.93	.11
West Virginia	2,083.76	408.73	5,815.17	891.28
Wisconsin	11,863.36	1,950.73	53,262.29	540.26
Wyoming	744.09	104.75	6,460.25	
Total	316,452.47	55,099.49	1,679,721.22	13,140.39

No. 12.—*Statement showing the number and amount of international money-orders*

States and Territories.	Canada.			Great Britain and Ireland.		
	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
Alabama	147	$2,489.93	$30.10	1,497	$23,727.79	$282.90
Arizona	73	2,205.60	23.30	181	3,789.86	42.90
Arkansas	76	1,552.77	20.90	282	4,572.27	56.65
California	4,469	92,742.36	1,058.10	16,533	280,893.38	3,334.75
Colorado	1,830	47,011.94	515.70	11,449	222,830.92	2,533.20
Connecticut	1,367	24,034.88	288.00	12,554	141,300.44	1,887.60
Dakota	523	8,750.92	107.00	1,963	38,752.80	445.95
Delaware	70	1,235.55	14.70	1,057	13,007.85	170.20
District of Columbia	268	4,016.04	50.00	3,670	81,161.01	957.30
Florida	174	3,346.78	38.70	600	12,747.07	150.75
Georgia	355	6,967.99	78.40	1,379	26,176.95	308.70
Idaho	72	1,478.10	17.50	304	7,495.22	82.90
Illinois	4,036	61,554.11	765.65	23,648	285,141.83	3,745.25
Indiana	418	4,020.96	60.90	2,506	27,564.74	374.50
Indian Territory	2	28.22	.40	8	72.01	1.20
Iowa	598	6,955.05	99.05	2,978	32,568.94	447.45
Kansas	318	3,998.82	54.80	1,813	23,154.91	305.80
Kentucky	196	2,463.81	32.70	1,472	18,311.03	239.90
Louisiana	214	3,678.43	45 40	958	18,604.26	218.30
Maine	2,442	43,406.44	517.75	3,343	49,114.88	614.90
Maryland	308	4,998.73	62.80	2,715	34,859.90	457.70
Massachusetts	19,316	340,279.80	3,995.50	50,566	580,200.11	7,676.20
Michigan	8,062	118,014.00	1,485.70	11,190	138,513.23	1,808.60
Minnesota	2,548	44,273.64	535.40	3,934	53,312.97	680.85
Mississippi	36	254.68	4.85	179	2,805.09	34.15
Missouri	1,002	14,124.94	180.75	6,786	98,741.60	1,228.65
Montana	924	25,511.52	274.90	7,101	156,389.53	1,710.20
Nebraska	388	5,506.65	72.05	2,030	24,608.28	325.30
Nevada	193	4,927.03	54.20	1,007	20,482.82	230.90
New Hampshire	1,191	17,961.06	227.10	3,044	38,639.84	499.70
New Jersey	969	16,138.10	194.00	25,302	278,621.90	3,756.20
New Mexico	126	2,482.21	29.10	390	8,256.40	93.55
New York	11,756	175,497.94	2,197.40	98,820	1,212,005.86	15,725.25
North Carolina	73	989.34	13.20	395	6,862.48	83.40
Ohio	2,371	32,459.44	418.80	15,844	184,056.91	2,461.25
Oregon	622	12,171.53	142.60	1,610	29,880.98	351.50
Pennsylvania	2,502	39,159.11	489.75	49,984	571,032.39	7,634.45
Rhode Island	1,579	26,400.94	317.50	9,205	106,960.05	1,422.40
South Carolina	68	1,188.57	14.40	316	5,320.29	65.10
Tennessee	221	4,041.42	48.60	1,184	17,351.43	213.90
Texas	305	3,627.24	49.80	2,350	36,596.23	452.60
Utah	158	1,623.15	24.00	2,224	35,553.93	437.20
Vermont	691	8,061.45	112.50	2,672	42,438.89	513.85
Virginia	281	4,168.64	51.10	1,502	20,620.18	347.90
Washington	1,431	32,388.89	363.90	1,852	36,346.99	417.30
West Virginia	35	410.99	5.70	493	6,068.69	81.00
Wisconsin	1,185	21,753.33	261.30	2,874	34,818.04	464.35
Wyoming	94	1,554.65	19.10	930	15,975.88	185.80
Total	76,082	1,281,897.69	15,485.05	394,754	5,117,169.05	65,560.35

issued, paid, and repaid, and fees collected during the fiscal year ended June 30, 1889.

German Empire.			Switzerland.			Italy.		
No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
527	$8,412.92	$102.45	35	$326.03	$1.80	154	$5,423.90	$55.70
127	2,451.35	27.90	12	389.50	4.00	23	612.22	6.50
444	6,567.27	84.00	82	1,223.68	15.30	63	1,390.54	15.30
11,478	211,753.68	2,454.30	2,278	49,274.39	547.10	2,061	52,400.71	558.65
1,594	27,228.64	319.40	1,548	49,710.27	523.10	897	32,139.21	320.20
3,134	37,771.94	503.10	505	8,216.73	100.00	3,148	75,136.39	812.40
440	6,745.02	83.25	62	1,190.15	13.95	103	3,542.53	36.80
389	4,326.21	58.30	47	1,016.31	11.20	101	3,259.92	34.00
2,228	54,138.85	621.90	373	10,891.41	121.60	352	6,579.38	75.70
177	2,580.51	32.10	19	581.07	6.20	223	6,515.35	68.90
757	16,257.66	185.20	47	900.27	10.20	99	2,694.28	28.50
78	1,681.26	18.80	31	570.63	6.50	7	144.67	1.60
22,416	282,052.34	3,687.60	6,208	87,709.99	1,117.50	3,476	103,328.82	1,087.70
3,344	40,668.53	544.80	314	4,050.51	53.65	138	3,931.07	42.05
1	9.70	.10				1	16.00	.20
2,733	32,013.44	433.20	265	4,329.27	51.90	122	2,752.18	30.40
1,210	14,061.97	192.35	261	3,862.09	48.65	125	2,459.23	28.20
1,543	21,674.70	274.20	275	5,625.86	63.30	316	8,526.22	92.10
1,056	19,220.78	224.80	196	4,483.20	50.10	4,178	113,936.67	1,218.60
283	4,346.15	55.10	38	738.06	8.40	143	3,882.96	41.90
3,602	44,565.52	586.10	778	11,267.25	140.65	542	10,127.84	115.90
6,115	86,548.41	1,107.20	1,076	19,550.36	228.85	3,797	98,081.57	1,051.00
5,437	61,176.12	833.80	648	10,379.20	125.25	942	27,189.38	286.60
3,293	37,771.79	510.90	265	2,993.89	40.80	488	14,008.08	146.60
188	3,386.00	38.60	7	129.00	1.50	94	2,448.27	26.35
5,920	80,103.48	1,024.65	1,190	20,363.94	244.00	1,611	51,690.67	540.75
654	12,329.83	140.30	101	3,196.99	33.40	180	6,502.29	67.30
1,581	19,502.29	257.20	199	2,495.34	31.10	173	4,323.14	46.80
153	3,464.13	37.90	31	606.00	6.70	138	3,902.77	41.10
314	4,237.12	54.60	50	838.11	9.90	27	477.59	5.60
10,779	147,749.58	1,872.90	1,589	26,933.68	316.50	1,405	32,603.95	356.10
198	4,734.60	52.75	23	630.00	6.60	40	1,294.60	13.90
59,846	825,091.82	10,453.45	10,230	145,442.13	1,797.00	2,767	61,550.85	712.05
338	3,779.37	98.70	4	21.68	.40	31	1,140.82	11.80
10,490	133,223.76	1,750.30	2,001	24,857.76	326.70	1,454	38,417.39	415.25
1,113	20,035.42	234.30	359	7,403.50	83.05	132	3,789.31	40.00
14,956	204,817.67	2,629.85	2,312	43,790.06	509.50	2,773	80,819.74	852.00
828	12,867.59	159.90	110	2,010.35	23.10	325	5,845.67	68.80
481	12,267.11	135.50	17	248.22	3.00	78	1,489.22	16.90
570	9,171.22	114.10	383	6,331.32	74.90	321	8,595.66	91.80
3,061	46,278.50	571.40	606	9,159.65	111.40	524	11,010.78	123.70
204	3,131.67	38.50	54	839.98	10.50	19	264.34	3.00
92	1,239.74	15.90	28	525.71	6.35	130	3,151.35	34.50
521	8,418.03	104.40	26	424.41	5.00	305	7,558.60	81.40
770	14,999.22	174.50	82	1,673.90	18.70	142	4,322.46	44.90
286	3,672.04	48.05	80	2,109.88	23.70	45	1,205.94	13.10
7,739	81,780.14	1,140.70	1,109	14,224.67	187.20	228	6,267.65	67.00
122	1,644.76	20.70	92	2,906.00	30.20	13	403.41	4.30
193,610	2,686,979.85	34,110.00	36,046	596,453.40	7,153.40	34,463	920,155.50	9,844.10

No. 12.—*Statement showing the number and amount of international money-orders*

States and Territories.	France.			Sweden.		
	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
Alabama	95	$1,312.70	$17.20	38	$1,173.00	$12.30
Arizona	18	350.01	3.80	9	231.00	3.50
Arkansas	30	287.92	4.70	5	41.00	.60
California	2,003	33,918.29	396.20	3,506	94,999.85	1,029.10
Colorado	201	4,148.78	46.40	1,893	54,999.16	589.60
Connecticut	277	4,716.35	57.40	1,873	33,988.17	401.50
Dakota	26	345.55	4.70	265	5,903.90	67.60
Delaware	32	371.16	4.80	40	571.13	7.20
District of Columbia	579	13,852.77	153.60	114	3,423.27	37.80
Florida	85	1,449.81	17.20	30	538.50	6.00
Georgia	45	530.97	6.90	59	1,286.03	14.40
Idaho	17	614.43	6.40	15	560.56	5.80
Illinois	670	7,952.64	109.10	5,118	88,814.80	1,073.85
Indiana	177	2,266.87	30.50	555	9,704.77	114.50
Indian Territory	1	5.00	.10			
Iowa	133	867.49	16.40	753	11,398.03	144.05
Kansas	98	1,260.80	16.90	510	7,257.05	92.00
Kentucky	86	558.59	10.40	7	175.22	2.10
Louisiana	774	10,468.83	133.90	56	1,376.41	15.50
Maine	71	832.99	11.70	97	1,893.84	22.30
Maryland	182	1,737.07	25.90	29	597.43	6.60
Massachusetts	1,261	16,705.24	218.90	5,717	90,044.14	1,105.10
Michigan	267	3,539.11	47.00	3,279	73,649.57	831.95
Minnesota	164	3,000.84	35.60	1,994	34,431.80	417.95
Mississippi	16	179.93	2.40	13	197.82	2.35
Missouri	301	3,941.09	52.30	527	8,167.54	99.60
Montana	100	1,507.30	17.90	286	8,043.13	85.70
Nebraska	66	1,027.76	12.90	546	9,892.76	115.90
Nevada	9	161.00	1.80	4	25.85	.40
New Hampshire	58	945.12	11.80	222	3,226.12	39.75
New Jersey	665	10,093.93	124.40	618	10,513.93	125.30
New Mexico	38	515.98	6.90	5	213.37	2.20
New York	6,518	95,213.10	1,190.60	4,164	73,002.70	868.90
North Carolina	15	278.66	3.40	13	290.00	2.90
Ohio	361	6,189.20	74.90	239	5,219.03	58.60
Oregon	93	1,492.21	18.00	546	14,916.88	159.30
Pennsylvania	1,203	18,544.65	230.80	1,670	29,700.58	354.80
Rhode Island	245	4,122.36	50.50	1,072	21,579.72	246.20
South Carolina	50	783.20	10.20	34	905.62	9.50
Tennessee	45	629.86	8.00	12	387.90	4.10
Texas	260	4,854.71	57.20	227	3,215.09	40.70
Utah	17	153.23	2.30	230	3,550.82	44.40
Vermont	29	314.73	4.60	182	2,950.08	36.10
Virginia	71	1,035.80	13.40	34	831.56	9.00
Washington	120	1,768.05	21.30	691	18,813.59	204.10
West Virginia	18	194.35	2.90			
Wisconsin	85	1,115.20	14.90	443	7,780.79	94.10
Wyoming	16	428.50	4.60	134	3,334.96	36.60
Total	17,691	266,084.13	3,313.70	37,874	743,905.07	8,641.80

issued, paid, and repaid, and fees collected, etc.—Continued.

Norway.			Belgium.			Portugal.			Netherlands.		
No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
35	$918.98	$9.80	1	$5.00	.10				4	$86.03	$1.00
						4	$139.80	$1.40			
1	7.95	.10	2	54.00	.60				1	24.00	.30
1,730	48,838.84	522.60	157	2,719.22	31.80	146	3,580.85	39.55	39	634.12	7.70
61	1,992.31	20.80	16	292.53	3.60				7	93.30	1.30
198	3,512.55	41.40	55	662.41	8.40	3	130.00	1.30	10	99.55	1.10
208	3,536.26	42.30				1	7.65	.10	2	19.00	.30
17	281.00	3.10	3	40.00	.40						
49	1,382.11	15.30	30	897.78	10.00	1	7.90	.10	18	556.20	6.20
155	3,285.55	37.00							7	259.00	2.60
189	4,876.24	53.70	8	220.05	2.50	1	5.20	.10	6	91.50	1.10
2	21.00	.30									
2,438	51,567.83	598.40	446	6,766.26	82.85	4	28.61	.50	342	3,674.89	50.60
16	225.19	3.00	112	1,551.34	18.45				33	417.68	5.70
189	3,156.41	38.90	80	1,073.07	13.70				247	2,145.04	36.70
8	123.40	1.50	84	1,319.25	15.80				1	40.00	.40
4	101.50	1.20	11	251.42	2.90				14	448.72	5.10
90	2,129.30	23.70	53	1,166.83	13.00	2	20.00	.20	1	3.35	.10
361	7,983.61	91.20	2	15.00	.20	1	9.99	.10	6	50.50	.70
111	2,285.57	25.50	23	256.91	3.90	3	131.30	1.40	10	235.17	2.70
1,332	25,792.10	299.30	109	1,135.48	15.90	184	3,798.01	45.00	71	1,212.30	14.20
642	12,749.49	148.85	192	3,784.19	44.60				1,029	8,804.69	139.40
842	15,222.20	182.80	35	612.72	6.70	1	4.00	.10	20	96.75	2.20
			7	156.14	1.70						
23	505.00	5.60	163	3,444.17	39.60	4	56.85	.80	29	530.36	6.10
153	5,155.35	54.10	8	130.88	1.40				1	30.00	.30
14	270.23	3.40	11	111.81	1.60				7	73.75	1.10
1	30.00	.30				11	99.99	1.10			
50	801.92	9.50				1	49.00	.50	1	10.00	.10
1,071	24,503.51	272.80	61	952.63	11.40				338	3,521.13	50.70
2	39.00	.50	2	5.00	.20				1	3.25	.10
4,932	102,888.41	1,185.00	583	9,816.66	116.70	13	205.03	2.60	321	5,661.68	67.80
105	2,129.20	23.80							2	59.40	.60
463	10,625.49	116.40	77	1,470.45	17.00				51	686.48	9.20
467	13,677.78	145.90	22	430.33	5.10	12	451.00	4.60	6	106.80	1.10
768	16,234.27	183.20	643	8,858.12	109.40	4	32.49	.50	30	475.20	5.70
214	5,073.32	55.90	94	3,234.37	34.00	54	1,436.91	15.30	11	74.09	1.10
80	1,929.61	20.90	1	9.88	.10				1	2.00	.10
			4	86.50	.90						
137	2,659.70	31.40	38	890.25	10.45	4	29.95	.80	10	340.50	3.60
89	1,384.33	17.20							10	173.00	2.00
22	283.00	3.40	4	111.36	1.30						
86	2,034.96	23.00	3	49.70	.60	2	109.99	1.10	1	10.00	.10
708	19,420.34	211.10	61	1,488.92	16.10	1	16.20	.20	5	108.75	1.20
			7	68.00	.70						
1,156	21,727.60	256.60	80	1,804.89	15.55				71	734.78	10.70
16	391.53	4.30	1	40.00	.40						
19,235	421,703.94	4,785.05	3,289	55,513.52	659.60	457	10,350.72	117.05	2,764	31,562.96	441.60

No. 12.—*Statement showing the number and amount of international money-*

States and Territories.	Cape Colony.			Windward Islands.			Leeward Islands.		
	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
Alabama									
Arizona									
Arkansas									
California	3	$45.10	$0.60	10	$134.27	$1.50			
Colorado									
Connecticut				4	40.00	.40			
Dakota									
Delaware									
District of Columbia				4	73.99	.90	1	$5.61	$0.10
Florida	1	3.00	.10				1	29.22	.30
Georgia							2	5.00	.20
Idaho									
Illinois	4	15.84	.40	6	54.15	.70	2	3.47	.20
Indiana									
Indian Territory									
Iowa									
Kansas									
Kentucky									
Louisiana				4	110.93	1.20	1	.97	.10
Maine	2	6.90	.20	1	25.00	.30	1	44.99	.50
Maryland				2	15.21	.20	7	145.12	1.80
Massachusetts	11	136.87	1.80	54	815.16	9.70	20	273.57	3.40
Michigan	9	56.18	.90	5	124.99	1.30			
Minnesota									
Mississippi									
Missouri				3	25.01	.30			
Montana									
Nebraska									
Nevada									
New Hampshire									
New Jersey				1	54.97	.60			
New Mexico				3	15.49	.30			
New York	18	345.06	4.10	119	2,657.00	29.70	44	714.86	8.50
North Carolina									
Ohio				1	7.31	.10			
Oregon				4	5[illegible].03	.60	2	9.64	.20
Pennsylvania	5	80.03	1.00	25	370.88	4.60	9	73.25	1.20
Rhode Island				10	220.26	2.40			
South Carolina				1	4.87	.10			
Tennessee									
Texas				1	39.99	.40	1	15.00	.20
Utah									
Vermont									
Virginia				17	459.15	4.90	1	44.99	.50
Washington				1	15.00	.20			
West Virginia									
Wisconsin							4	68.96	.90
Wyoming									
Total	53	688.98	9.10	279	5,314.66	60.40	96	1,434.05	18.10

orders issued, paid, and repaid, and fees collected, etc.—Continued.

Tasmania.			Queensland.			Denmark.			Totals.		
No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
.....	.....	.....	.....	.....	.....	1	$15.00	$0.20	2,535	$43,911.28	$516.75
.....	.....	.....	.....	.....	.....	6	52.00	.80	454	10,326.21	114.20
.....	.....	.....	.....	.....	.....	2	33.00	.40	992	15,803.95	199.55
10	$378.19	$3.90	9	$267.39	$3.00	841	16,780.50	190.00	46,109	906,145.45	10,376.40
.....	.....	.....	.....	.....	.....	115	2,684.63	29.90	19,625	443,500.99	4,917.30
.....	.....	.....	.....	.....	.....	129	1,913.68	24.00	23,310	333,254.64	4,145.50
.....	.....	.....	.....	.....	.....	25	411.71	4.90	3,618	69,204.59	806.85
.....	.....	.....	.....	.....	.....	17	87.90	1.80	1,773	24,197.03	305.70
.....	.....	.....	1	23.70	.30	61	1,927.72	20.80	7,855	181,520.31	2,106.10
.....	.....	.....	.....	.....	.....	15	428.00	4.50	1,547	31,763.26	364.35
.....	.....	.....	.....	.....	.....	13	351.00	3.60	2,960	60,353.14	693.50
.....	.....	.....	.....	.....	.....	10	193.75	2.20	539	12,861.61	143.10
.....	.....	.....	6	73.73	1.00	630	8,312.31	107.10	69,513	987,990.22	12,440.30
.....	.....	.....	.....	.....	.....	53	1,138.61	13.00	7,668	95,553.02	1,261.25
.....	.....	.....	.....	.....	.....	.....	.....	.....	13	130.93	2.00
.....	.....	.....	.....	.....	.....	243	3,355.51	42.40	8,344	100,621.16	1,354.45
.....	.....	.....	.....	.....	.....	35	541.45	6.70	4,465	58,110.56	763.50
.....	.....	.....	.....	.....	.....	2	25.00	.30	3,932	58,313.84	725.80
.....	.....	.....	.....	.....	.....	5	40.50	.60	7,596	175,309.99	1,946.60
.....	.....	.....	.....	.....	.....	42	537.50	6.60	6,837	112,912.81	1,372.25
.....	.....	.....	.....	.....	.....	17	175.15	2.60	8,346	111,983.62	1,440.15
.....	.....	.....	3	35.10	.50	196	2,606.11	33.00	89,917	1,269,474.77	15,830.15
.....	.....	.....	2	87.66	.90	297	4,106.86	52.70	32,012	462,289.27	5,809.15
.....	.....	.....	.....	.....	.....	194	2,527.68	32.80	13,796	208,677.52	2,597.20
.....	.....	.....	.....	.....	.....	.....	.....	.....	541	9,561.73	112.00
.....	.....	.....	.....	.....	.....	114	2,598.04	28.30	17,706	284,739.64	3,457.30
.....	.....	.....	3	150.00	1.50	14	308.50	3.50	9,558	220,172.41	2,400.00
.....	.....	.....	.....	.....	.....	104	1,416.32	18.15	5,126	69,344.03	887.00
.....	.....	.....	.....	.....	.....	6	152.00	1.60	1,560	33,937.08	377.10
.....	.....	.....	.....	.....	.....	5	68.51	.80	4,971	67,374.70	860.75
.....	.....	.....	.....	.....	.....	300	4,664.87	58.10	43,138	557,348.42	7,150.25
.....	.....	.....	.....	.....	.....	.....	.....	.....	827	18,239.41	206.50
14	443.76	4.90	18	420.11	4.60	908	14,576.70	177.00	201,433	2,735,388.85	34,626.65
.....	.....	.....	.....	.....	.....	6	151.34	1.60	983	20,709.60	239.90
.....	.....	.....	1	19.48	.20	68	1,064.35	13.40	33,458	438,962.99	5,670.50
.....	.....	.....	.....	.....	.....	110	1,971.97	23.30	5,136	107,490.08	1,221.25
1	.73	.10	2	17.05	.30	176	3,079.92	35.80	77,187	1,020,122.20	13,076.85
.....	.....	.....	8	194.56	2.10	55	1,017.73	12.10	13,826	191,277.87	2,414.30
.....	.....	.....	.....	.....	.....	12	339.00	3.70	1,139	24,487.59	279.50
.....	.....	.....	.....	.....	.....	1	13.41	.20	2,746	46,647.44	557.10
.....	.....	.....	.....	.....	.....	19	384.82	4.30	7,585	119,953.26	1,467.15
.....	.....	.....	.....	.....	.....	181	3,796.58	43.60	3,279	52,154.72	642.00
.....	.....	.....	.....	.....	.....	4	41.41	.60	3,854	59,117.72	729.10
.....	.....	.....	.....	.....	.....	92	1,612.00	19.00	2,944	56,410.03	661.90
.....	.....	.....	.....	.....	.....	63	1,157.33	13.70	6,023	135,788.58	1,521.00
.....	.....	.....	.....	.....	.....	9	315.00	3.20	973	14,044.89	178.35
.....	.....	.....	.....	.....	.....	204	2,933.18	37.35	15,182	194,568.45	2,551.45
.....	.....	.....	.....	.....	.....	77	1,774.52	19.50	1,496	28,464.21	325.60
25	822.68	8.90	53	1,288.78	14.40	5,477	91,683.07	1099.60	824,427	12,280,516.67	151,845.60

No. 12.—*Statement showing the number of international money-*

States and Territories.	Canada.				Great Britain and Ireland.			
	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
Alabama	47	$953.12	3	$110.00	97	$2,023.17	5	$60.99
Arizona	18	716.10	.....	.....	11	344.68	.....	.....
Arkansas	51	1,202.46	.....	.....	58	1,364.22	1	9.74
California	3,690	74,664.34	33	761.25	2,608	50,083.57	52	681.29
Colorado	812	19,797.84	8	216.00	818	18,677.68	13	237.45
Connecticut	3,481	30,906.08	7	93.50	1,023	15,087.05	22	171.33
Dakota	509	12,902.88	4	14.40	240	5,477.38	6	68.00
Delaware	58	675.61	.....	.....	82	1,450.05	2	5.38
District of Columbia	1,504	13,911.16	5	108.18	2,305	9,531.27	7	107.77
Florida	138	2,361.50	1	15.00	529	12,125.50	2	25.00
Georgia	128	2,394.50	.....	.....	148	2,414.42	3	7.06
Idaho	15	457.93	1	50.00	30	661.09	3	92.15
Illinois	12,828	121,246.84	34	571.91	3,948	63,568.91	65	1,057.25
Indiana	1,588	23,571.24	4	17.00	489	8,347.20	10	47.28
Indian Territory	2	22.75	.....	.....	4	109.58	.....	.....
Iowa	1,012	11,543.39	3	70.01	711	13,858.36	8	42.30
Kansas	323	6,644.36	3	62.20	556	11,195.46	8	60.26
Kentucky	237	3,088.43	3	26.52	226	4,342.36	3	12.65
Louisana	907	6,120.32	.....	.....	298	6,154.42	2	29.34
Maine	2,672	35,442.42	10	147.00	419	4,562.08	7	32.49
Maryland	640	9,492.15	3	102.00	557	10,318.39	8	67.74
Massachusetts	17,481	221,102.90	105	1,540.81	4,479	61,722.19	110	1,136.04
Michigan	7,380	118,565.04	69	1,275.75	1,643	29,721.39	21	250.96
Minnesota	2,181	42,373.28	16	226.45	797	14,544.95	10	71.36
Mississippi	16	199.00	1	1.14	29	383.73	3	15.81
Missouri	1,290	16,608.36	8	95.00	1,096	20,351.39	20	196.41
Montana	220	6,127.59	7	88.00	329	7,685.42	10	224.30
Nebraska	248	5,766.41	4	62.37	469	9,615.92	14	200.09
Nevada	46	1,294.15	1	12.00	34	1,103.37	1	4.99
New Hampshire	507	8,846.90	10	184.76	175	3,203.13	5	25.43
New Jersey	1,538	16,818.58	5	74.50	2,434	39,435.62	58	612.70
New Mexico	14	444.08	.....	.....	26	658.50	1	9.90
New York	39,661	378,941.17	89	1,358.28	17,868	218,258.75	187	2,110.86
North Carolina	33	854.42	1	10.00	63	1,240.79	4	2.29
Ohio	4,438	53,677.65	22	225.96	2,058	34,856.95	35	420.13
Oregon	755	13,247.72	6	76.00	273	5,262.85	7	109.01
Pennsylvania	8,470	70,478.06	27	504.17	6,829	100,247.63	88	957.41
Rhode Island	815	12,880.56	11	111.58	751	13,379.02	10	59.18
South Carolina	21	303.70	1	10.00	59	931.95	1	9.74
Tennessee	174	2,904.79	1	30.00	159	3,104.22	3	10.96
Texas	130	2,632.07	2	5.35	738	14,473.61	3	17.37
Utah	29	717.55	.....	.....	247	4,872.92	1	6.01
Vermont	757	12,865.68	11	67.23	110	1,763.30	3	30.36
Virginia	134	2,642.67	1	10.00	431	8,205.13	6	162.63
Washington	1,047	23,879.94	3	42.10	261	6,242.46	4	164.00
West Virginia	21	353.23	1	.55	76	1,549.74	1	14.61
Wisconsin	1,484	25,246.84	12	131.51	745	14,087.03	14	259.11
Wyoming	54	1,393.66	1	40.00	62	1,467.00	1	.53
Total	119,604	1,419,271.42	537	8,548.48	57,398	860,065.80	848	9,907.66

orders issued, paid, and repaid, and fees collected, etc.—Continued.

German Empire.				Switzerland.			
No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
102	$3,296.75			16	$592.81		
3	42.06						
192	5,665.50	4	$12.55	22	$723.81		
1,556	51,274.90	23	420.38	293	9,639.77	6	$125.78
259	8,224.42	8	195.38	50	1,447.81	2	51.40
546	15,545.78	12	158.30	87	2,761.31		
550	20,067.03	4	79.85	67	2,432.40		
64	1,686.33	2	30.00	3	60.14	1	9.86
515	6,767.57	5	108.85	77	916.87	1	1.91
95	2,937.51	1	20.00	9	336.15		
60	1,642.89	1	30.00	7	79.28		
11	323.46			7	299.92		
6,117	188,186.36	61	867.41	786	23,215.82	19	138.63
955	29,007.68	17	301.88	87	2,404.62		
1,625	55,494.13	10	58.00	150	4,412.97	1	5.00
853	20,279.07	7	248.50	207	6,364.51	1	4.90
374	11,242.64	2	30.00	127	4,313.38		
325	8,891.86	3	21.50	51	1,719.38	1	14.80
25	613.75	1	2.91	3	51.89	1	27.00
867	22,615.35	7	109.63	72	1,897.04	2	14.86
802	19,702.29	20	236.10	120	2,418.04	6	61.72
1,524	46,270.59	24	310.59	147	4,229.01	2	14.85
1,799	60,914.08	20	206.62	318	10,232.35	2	22.75
24	1,026.69	1	10.00	2	61.89		
2,114	58,922.96	22	363.83	395	12,024.59	6	72.43
194	5,174.27	1	5.00	20	628.25		
1,057	36,810.79	8	103.35	171	5,234.04	1	1.30
26	901.45	1	40.00				
16	396.33	1	45.60	2	21.99		
2,069	53,646.21	33	277.51	273	8,035.66	9	114.36
42	1,402.20			5	57.05		
12,313	302,751.45	145	1,578.94	1,967	45,990.34	21	237.53
52	1,688.81			2	38.29		
3,002	83,941.97	33	316.83	446	12,721.37	7	49.18
267	9,965.32	4	80.00	76	2,576.31		
3,764	101,720.56	43	514.55	563	14,598.23	6	61.71
90	2,779.87	1	15.00	9	188.98		
38	1,026.72						
91	1,899.10	3	40.00	28	958.69	1	1.15
1,045	33,092.61	23	140.14	159	4,334.01		
23	578.91	4	13.00	10	231.05		
31	661.36			3	58.11	2	31.50
97	2,583.82	1	6.07	24	581.74		
174	6,514.67	2	32.28	67	2,625.18		
58	1,685.54			12	306.97	1	9.86
2,857	90,280.08	34	472.93	466	14,312.13	2	14.61
11	347.97	2	12.03	1	3.80		
48,484	1,380,472.20	600	7,314.91	7,406	206,138.55	101	1,087.04

No. 12.—*Statement showing the number and amount of international money-*

States and Territories.	Italy.				France.			
	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
Alabama					7	$228.54	1	$21.40
Arizona	9	$368.98			2	38.08		
Arkansas	3	51.51			12	277.52		
California	80	2,960.78	6	$92.44	288	6,946.51	15	213.52
Colorado	20	762.71	6	175.00	28	997.56	1	6.00
Connecticut	22	586.72	15	234.00	58	1,056.91	4	30.29
Dakota	2	18.50			13	425.77		
Delaware					3	59.85		
District of Columbia	25	195.79	5	49.70	167	1,530.26	4	69.95
Florida	11	337.96			12	265.49		
Georgia	6	94.62			9	95.13	1	4.00
Idaho					11	485.69		
Illinois	60	1,726.23	9	131.74	253	4,560.55	11	179.95
Indiana	9	205.46			30	393.22	2	25.00
Indian Territory					1	16.00		
Iowa	1	3.05	1	29.63	46	998.97	3	110.00
Kansas	12	456.37	2	23.00	29	847.00	1	10.00
Kentucky	11	472.64			24	556.75	4	26.75
Louisiana	167	6,266.64	7	150.00	337	8,255.88	6	71.71
Maine	1	3.09	1	45.00	8	212.99		
Maryland	24	677.99			52	523.62	1	1.00
Massachusetts	90	1,950.74	12	281.90	208	2,324.29	11	172.86
Michigan	25	704.72			27	549.07	2	5.00
Minnesota	15	588.80			78	2,083.16	3	14.20
Mississippi	1	9.54			2	66.74		
Missouri	45	1,728.99	1	10.00	157	3,426.98	2	11.48
Montana			1	9.88	3	107.02	3	64.25
Nebraska	5	125.58			13	190.01	2	60.00
Nevada					2	57.13		
New Hampshire	2	33.62			4	51.21	2	106.93
New Jersey	56	1,312.58	3	27.00	124	2,256.86	6	90.88
New Mexico			1	20.00	12	518.95		
New York	913	22,789.44	14	150.10	2149	28,917.64	57	774.68
North Carolina			1	5.00	14	367.47		
Ohio	32	1,087.44	3	77.00	123	2,532.88	1	1.98
Oregon	11	505.02			18	430.48		
Pennsylvania	182	4,936.84	10	142.44	368	5,277.08	9	68.90
Rhode Island	24	726.32			17	277.36	1	30.00
South Carolina	2	8.47	1	6.00	8	185.25		
Tennessee	8	206.41			14	277.77		
Texas	18	489.79			81	2,364.40	2	2.98
Utah					1	3.80	1	3.40
Vermont	5	130.05	1	99	1	1.90		
Virginia	15	325.91	1	10.00	21	483.42		
Washington	1	9.54			20	706.74		
West Virginia	2	62.96						
Wisconsin	7	176.29	1	10.00	33	725.02	3	26.80
Wyoming							1	30.00
Total	1,922	53,098.66	102	1,680.82	4,888	82,952.92	160	2,233.31

orders issued, paid, and repaid, and fees collected, etc.—Continued.

Sweden.				Norway.			
No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
2	$18.76			4	$77.52		
70	2,154.70	4	$95.00	24	777.53	3	$51.82
36	1,310 33	3	70.00	1	14.00		
42	1,084.84	2	17.46	6	62.24		
58	1,791.05			106	3,832.76		
1	13.40			4	60.00		
91	317.00			62	66.99		
4	127.89			4	55.35		
				1	3.00		
8	309.35						
459	12,385.89	7	102.38	233	5,228.12	2	10.00
20	722.38			2	11.50		
97	3,221.79	1	10.00	41	1,003.27		
70	1,824.13	4	111.41	3	73.40		
1	26.80						
4	60.89						
6	170.65	1	27.00	2	59.00		
				1	5.00		
134	3,700.31	9	146.00	40	927.30	2	16.23
117	3,638.11	9	143.03	22	511.33	1	15.00
529	17,648.34	6	108.82	221	5,333.05	2	15.00
42	1,476.03	1	5.38	6	163.98		
2	53.60			1	50.00		
103	3,388.38			4	88.83		
2	37.53	1	6.00	1	28.00		
12	307.47			18	448.03	3	38.00
327	7,103.10	6	82.41	180	3,399.02	2	13.00
24	718.77	3	10.56	5	52.35		
37	1,465.47	2	20.00	26	740.71	1	10.00
102	3,060.09	8	163.13	26	483.54	2	15.00
12	315.74	1	20.00	4	84.40		
1	10.74			2	59.68		
		1	40.00				
21	694.62	1	7.00	2	58.90		
19	691.08	1	2.00				
6	209.14						
6	95.50						
46	1,812.51	1	25.00	22	888.77		
75	2,422.94	3	22.79	145	3,893.75		
2	31.79			4	164.77		
2,588	74,421.11	75	1,235.37	1,223	28,704.69	18	184.05

No. 12.—*Statement showing the number and amount of international money-*

States and Territories.	Victoria.				Japan.			
	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
Alabama					3	$78.43		
Arizona								
Arkansas	2	$73.05			1	5.00		
California	198	4,309.73			302	8,135.54		
Colorado	6	130.08			3	60.00		
Connecticut	15	282.42			11	246.37		
Dakota					2	42.77		
Delaware	1	24.35						
District of Columbia	13	114.70			33	528.70	1	$0.75
Florida	4	10.94			1	1.00		
Georgia	1	6.08			23	456.42		
Idaho								
Illinois	57	737.91			33	709.14		
Indiana	19	508.21			11	323.40		
Indian Territory								
Iowa	5	62.44	1	$0.12	1	29.35		
Kansas	3	63.31			9	95.63		
Kentucky	6	112.73			2	21.18		
Louisiana	2	58.44						
Maine	143	857.34			2	31.55		
Maryland	4	107.62			16	311.45		
Massachusetts	84	1,236.50	1	.73	59	675.18		
Michigan	20	290.99			132	4,643.83		
Minnesota	6	47.47			7	119.36		
Mississippi								
Missouri	19	362.80			9	329.00		
Montana	1	14.61						
Nebraska					1	3.66		
Nevada								
New Hampshire	1	24.35						
New Jersey	22	403.84			18	231.37	1	50.00
New Mexico								
New York	566	7,449.44	1	.61	302	3,240.52	2	45.00
North Carolina					6	60.00		
Ohio	41	605.14			21	361.50		
Oregon	2	34.09						
Pennsylvania	81	1,447.83	2	38.90	54	758.89		
Rhode Island	12	228.36			7	116.64		
South Carolina	2	63.31			3	35.00		
Tennessee	2	7.30	1	19.48	17	469.69		
Texas	5	59.90						
Utah								
Vermont	1	9.74			1	10.00		
Virginia	5	93.49			3	25.77		
Washington	7	265.41	1	4.87	1	7.46		
West Virginia					1	50.00		
Wisconsin	11	358.05			1	4.00		
Wyoming								
Total	1,367	20,521.97	7	64.77	1,096	22,217.89	4	95.75

orders issued, paid and repaid, and fees collected, etc.—Continued.

New Zealand.				Hawaiian Kingdom.			
No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
1	$0.73			3	$150.00		
239	4,186.92	9	$419.99	929	15,562.48		
				4	31.10		
22	279.63	1	7.18	19	89.16		
1	4.87						
1	30.92			2	30.00		
19	165.78			20	66.30		
1	1.15						
99	1,153.51			116	1,051.49		
24	519.44			11	125.70		
1	19.48			14	300.25		
				2	53.75		
9	134.65			6	39.50		
				67	1,032.90		
211	1,513.56			26	361.55		
4	58.44			17	262.00		
128	1,414.42	2	9.74	189	2,395.13		
27	304.20			18	290.35		
6	87.66			7	67.25		
13	135.37			36	397.62		
3	14.61			3	10.00		
1	9.74						
				1	50.00		
18	241.13			16	129.50		
690	6,976.48			497	4,917.03		
63	570.51			62	730.47		
4	35.87			1	50.00		
87	798.04			108	787.24		
6	55.16			2	27.12		
1	21.99			3	68.10		
4	146.10			1	3.00		
4	15.82			1	5.00		
4	4.97			4	9.50		
2	35.50			6	211.25		
				13	323.50		
10	83.21			5	38.15		
1,703	19,029.86	12	436.91	2,209	29,666.39		

No. 12.—*Statement showing the number and amount of international money-*

States and Territaries.	Jamaica.				Cape Colony.			
	No. of orders paid.	Amount o' orders pa.d.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
Alabama								
Arizona								
Arkansas								
California	16	$251.43	1	$2.50	6	$238.68		
Colorado								
Connecticut	31	124.98			7	70.10		
Dakota								
Delaware								
District of Columbia	16	238.60	2	71.20	3	22.27		
Florida	1	19.48			1	9.31		
Georgia	4	88.98			1	.73		
Idaho								
Illinois	43	463.48			12	202.67		
Indiana	1	1.10			1	24.35		
Indian Territory								
Iowa	6	194.11			1	24.35		
Kansas								
Kentucky								
Louisiana	46	1,643.30			3	8.02		
Maine	70	126.98			24	116.82		
Maryland	67	1,812.59			13	562.48		
Massachusetts	89	1,169.70	1	4.87	20	359.86		
Michigan	5	91.05						
Minnesota	12	171.41						
Mississippi								
Missouri	17	497.25			6	174.17		
Montana								
Nebraska	1	24.35						
Nevada								
New Hampshire								
New Jersey	20	430.83			13	296.96		
New Mexico								
New York	2,147	70,580.37	2	19.48	132	1,655.78		
North Carolina								
Ohio	33	1,066.60			7	104.70		
Oregon								
Pennsylvania	141	2,918 82	1	5.01	13	181.62		
Rhode Island	6	66.43			2	38.96		
South Carolina								
Tennessee								
Texas	8	232.74						
Utah								
Vermont	2	60.00						
Virginia	11	382.21						
Washington								
West Virginia								
Wisconsin	1	5.05			5	143.59		
Wyoming								
Total	2,794	82,656.74	7	103.06	270	4,235.37		

orders issued, paid, and repaid, and fees collected, etc.—Continued.

Windward Islands.				Leeward Islands.			
No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
4	$196.10						
9	116.89			1	$1.01		
12	54.25			1	1.15		
2	41.39						
21	264.06			2	3.69		
2	2.60						
12	342.73						
7	242.07						
1	19.54			1	24.86		
1	1.01						
44	269.09			7	47.95		
1	48.70			1	35.40		
99	2,782.63	1	$10.00	12	30.13	1	$1.00
1	14.73						
28	644.10			2	22.23		
1,112	40,232.39			251	8,109.77		
				1	4.87		
57	2,131.89						
141	3,813.58			24	470.75		
6	107.32						
2	7.67						
3	107.40						
1	45.00						
1,566	51,485.14	1	10.00	303	8,751.81	1	1.00

No. 12.—*Statement showing the number and amount of international money-*

States and Territories.	Tasmania.				Queensland.			
	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
Alabama								
Arizona								
Arkansas								
California	20	$660.88			62	$1,902.35		
Colorado								
Connecticut	6	46.80			15	613.62		
Dakota								
Delaware								
District of Columbia					2	15.37		
Florida								
Georgia								
Idaho								
Illinois	7	35.51			32	557.46		
Indiana	1	.30			2	11.68		
Indian Territory								
Iowa	1	2.03			4	41.26		
Kansas								
Kentucky								
Louisiana	2	26.79						
Maine	93	606.81			30	215.26		
Maryland	1	2.44			1	9.74		
Massachusetts	14	258.40			34	403.81		
Michigan					3	7.90		
Minnesota	1	9.74			7	106.89		
Mississippi								
Missouri	1	4.87			4	38.65		
Montana								
Nebraska								
Nevada								
New Hampshire	2	97.40						
New Jersey	4	66.80			11	168.60		
New Mexico								
New York	97	896.27			186	2,208.84		
North Carolina								
Ohio	11	82.32			25	440.52		
Oregon					2	52.35		
Pennsylvania	20	76.94			23	356.07		
Rhode Island								
South Carolina								
Tennessee					1	16.19		
Texas					1	25.00		
Utah								
Vermont					1	2.02		
Virginia	1	4.14						
Washington								
West Virginia								
Wisconsin	3	51.14			5	78.15		
Wyoming					2	97.40		
Total	285	2,929.58			453	7,369.13		

orders issued, paid, and repaid, and fees collected, etc.—Continued.

Denmark.				Totals.			
No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
1	$1.25			283	$7,412.23	9	$192.39
				44	1,524.78		
				350	9,635.62	5	22.29
74	2,401.84	1	$25.00	10,888	249,736.11	163	2,993.46
25	823.91			2,107	53,883.42	41	951.23
16	288.79			5,490	70,895.19	64	730.06
62	2,166.84			1,635	49,796.46	14	162.25
		1	5.00	221	4,095.13	6	50.24
27	43.89			4,960	35,143.94	30	518.31
2	62.20			822	18,918.98	4	70.00
				409	7,740.73	5	41.06
1	10.72			84	2,552.54	4	142.15
260	6,671.47	2	4.49	25,688	438,938.51	212	2,902.72
6	93.30			3,315	67,602.03	34	411.16
				7	148.33		
129	4,061.29			3,988	98,869.44	28	325.06
40	1,072.07			1,968	51,135.40	26	520.27
1	13.40			1,048	24,977.97	12	95.92
2	13.40			2,244	41,152.04	19	287.35
9	237.56			3,983	47,102.86	21	281.40
4	49.53			2,362	49,245.55	21	295.23
41	801.75			24,367	331,160.77	283	3,632.45
61	1,690.90			11,493	219,814.29	130	2,082.18
158	4,262.72			6,264	163,419.37	59	665.20
				90	1,918.28	5	26.95
21	532.62			5,364	119,097.94	60	754.53
				778	20,161.68	22	391.43
107	3,435.04			2,213	65,212.82	29	427.11
				114	3,508.41	3	56.99
				714	12,790.46	19	368.12
34	914.68	3	13.19	6,898	130,279.83	123	1,304.01
2	48.79			102	3,140.57	2	29.90
237	4,046.99	2	25.00	82,900	1,177,982.78	541	6,559.25
				173	4,283.77	6	17.29
29	773.95			10,583	198,221.17	105	1,126.64
5	150.99	2	13.00	1,492	34,983.16	23	320.19
50	1,155.09			21,382	320,424.62	200	2,507.05
2	11.25			1,782	31,747.96	24	235.76
1	28.99			147	3,059.04	3	25.74
3	45.04			514	10,426.04	10	141.59
8	180.13			2,251	59,420.24	31	172.84
19	473.72	2	11.50	353	7,589.85	10	45.91
2	72.22			935	16,061.67	17	130.08
5	89.72			771	16,078.89	9	188.70
10	405.20			1,679	43,989.68	11	268.25
1	3.70			171	4,012.14	3	25.02
123	2,994.18	1	4.00	6,112	157,777.39	70	941.75
4	132.58			141	3,657.96	5	82.56
1,582	40,270.71	14	101.18	261,679	4,490,728.23	2,521	33,520.04

No. 13.—*Statement showing the receipts and disbursements of the money-order offices of the United States for the fiscal year ended June 30, 1889.*

RECEIPTS.

Balance in the hands of postmasters June 30, 1888		$1,722,360.05
Amount received for domestic money-orders issued	$115,061,845.79	
Amount received for postal-notes issued	12,082,190.73	
Amount received for international money-orders issued	12,280,516.67	
Total issued		139,444,553.19
Amount received for fees on domestic money-orders issued	933,607.50	
Amount received for fees on postal-notes issued	204,377.82	
Amount received for fees on international money-orders issued	151,845.60	
Total fees		1,289,830.92
Amount of deposits received from postmasters	104,633,222.35	
Amount of drafts drawn on postmaster at New York, N. Y.	11,866,242.01	
Amount transferred from postage fund	631,527.64	
Amount of gain	157.00	
Amount of premium	56.85	
Balance due postmasters	29,756.41	
		117,160,962.26
Total receipts		259,617,706.42

DISBURSEMENTS.

Amount of domestic money-orders paid	$114,447,868.90	
Amount of postal-notes paid	11,925,658.26	
Amount of international money-orders paid	4,490,728.23	
Total paid		130,864,255.39
Amount of domestic money-orders repaid	834,038.04	
Amount of postal notes repaid	152,419.44	
Amount of international money-orders repaid	33,520.04	
Total repaid		1,019,977.52
Amount of drafts paid by postmaster at New York, N. Y.	11,859,194.49	
Amount deposited at first-class offices	113,042,862.90	
Amount transferred to postage fund	651,708.83	
Amount of expense	110,580.82	
Amount of loss	4,712.90	
Amount paid for commissions on money-orders	316,452.47	
Amount paid for commissions on postal-notes	55,099.49	
Miscellaneous items	13,140.39	
Balance in the hands of postmasters June 30, 1889	1,679,721.22	
		127,733,473.51
Total disbursements		259,617,706.42

No. 14.—*Statement showing the transfers to and from the money-order account for the fiscal year ended June 30, 1889.*

Amount transferred to money-order account	$631,527.64	
Balance due postal account June 30, 1888	334,924.88	
		$966,452.52
Amount transferred from money-order account	651,708.83	
Balance due postal account June 30, 1889	314,743.69	
		966,452.52

No. 15.—*Statement showing the money-order transactions with the United States assistant treasurer, New York, N. Y., for the fiscal year ended June 30, 1889.*

Balance in the hands of assistant treasurer June 30, 1888	$2,700,106.04	
Amount deposited with assistant treasurer	3,618,439.11	
		$6,318,545.15
Amount of drafts paid by the assistant treasurer	3,443,514.52	
Balance in the hands of assistant treasurer June 30 1889	2,875,030.63	
		6,318,545.15

No. 16.—*Statement showing the revenue accrued on money-order and postal-note transactions for the fiscal year ended June 30, 1889.*

DOMESTIC.

Amount received for fees on money-orders issued	933,607.50	
Amount of gain	157.00	
Amount of premium	56.85	
		$933,821.35
Amount allowed postmasters:		
For commissions	$311,683.96	
For incidental expenses	83,459.79	
For lost remittances and burglaries	4,712.90	
		399,856.65
Net revenue		533,964.70
		933,821.35

POSTAL-NOTES.

Amount received for fees on postal-notes issued		204,377.82
Amount allowed postmasters:		
For commissions	55,099.49	
For incidental expenses	21,368.88	
		76,468.37
Net revenue		127,909.45
		204,377.82

INTERNATIONAL.

Statement showing the revenue which accrued on international money-order transactions during the fiscal year ended June 30, 1889.

CANADA.

Amount received for fees on orders issued	$15,465.05	
Excess of commissions received	792.34	
		$16,257.39
Amount allowed postmasters:		
For commissions	697.61	
For incidental expenses	431.04	
		1,128.65
Net revenue		15,128.74
		16,257.39

GREAT BRITAIN AND IRELAND.

Amount received for fees on orders issued		65,560.35
Amount allowed postmasters:		
For commissions	2,275.33	
For incidental expenses	2,577.17	
		4,852.50

Amount paid Great Britain:		
For loss on exchange	$11,323.07	
For excess of commissions	21,384.39	
For incidental expenses	119.00	
		$32,826.46
Net revenue		27,881.39
		65,560.35

GERMANY.

Amount received for fees on orders issued	34,110.00	
Amount of gain on exchange	17,422.89	
		51,532.89
Amount allowed postmasters:		
For commissions	903.06	
For incidental expenses	1,418.05	
		2,321.11
Amount paid Germany:		
For excess of commissions	9,664.62	
For incidental expenses	88.44	
		9,753.06
Net revenue		39,458.72
		51,532.89

SWITZERLAND.

Amount received for fees on orders issued	7,153.40	
Amount of gain on exchange	8,652.32	
		15,805.72
Amount allowed postmasters:		
For commissions	181.82	
For incidental expenses	264.69	
		446.51
Amount paid Switzerland for excess of commissions		2,738.35
Net revenue		12,620.86
		15,805.72

ITALY.

Amount received for fees on orders issued	9,844.10	
Amount of gain on exchange	19,258.20	
		29,102.30
Amount allowed postmasters:		
For commissions	205.06	
For incidental expenses	253.26	
		458.32
Amount paid Italy for excess of commissions		3,844.91
Net revenue		24,799.07
		29,102.30

FRANCE.

Amount received for fees on orders issued	3,313.70	
Amount of gain on exchange	3,758.91	
		7,072.61
Amount allowed postmasters:		
For commissions	69.89	
For incidental expenses	549.18	
		619.07
Amount paid France for excess of commissions		1,162.66
Net revenue		5,290.88
		7,072.61

JAMAICA.

Amount received for fees on orders issued	$32.30	
For excess of commissions	459.50	
		$491.80
Amount allowed postmasters:		
For commissions	.93	
For incidental expenses	1.85	
		2.78
Net revenue		489.02
		491.80

NEW ZEALAND.

Amount received for fees on orders issued	143.20	
For excess of commissions	61.34	
		204.54
Amount allowed postmasters:		
For commissions	2.37	
For incidental expenses	5.44	
		7.81
Net revenue		196.73
		204.54

NEW SOUTH WALES.

Amount received for fees on orders issued	103.10	
For excess of commissions	136.10	
		239.20
Amount allowed postmasters:		
For commissions	2.57	
For incidental expenses	5.22	
		7.79
Net revenue		231.41
		239.20

VICTORIA.

Amount received for fees on orders issued	79.20	
For excess of commissions	135.85	
		215.05
Amount allowed postmasters:		
For commissions	1.19	
For incidental expenses	5.13	
		6.32
Net revenue		208.73
		215.05

BELGIUM.

Amount received for fees on orders issued	659.60	
Amount of gain in exchange	486.56	
		1,146.16
Amount allowed postmasters:		
For commissions	33.94	
For incidental expenses	29.65	
		63.59
Amount paid Belgium for excess of commissions		132.21
Net revenue		950.36
		1,146.16

PORTUGAL.

Amount received for fees on orders issued		$117.05
Amount allowed postmasters:		
For commissions	$4.30	
For incidental expenses	13.84	
		18.14
Amount paid Portugal:		
For excess of commissions	15.77	
For loss on exchange	16.01	
		31.78
Net revenue		67.13
		117.05

SWEDEN.

Amount received for fees on orders issued	8,641.80	
Loss	1,737.22	
		10,379.02
Amount allowed postmasters:		
For commissions	242.52	
For incidental expenses	107.66	
		350.18
Amount paid Sweden:		
For loss on exchange	6,649.22	
For excess of commissions	3,379.62	
		10,028.84
		10,379.02

TASMANIA.

Amount received for fees on orders issued	8.90	
For excess of commissions	14.87	
		23.77
Amount allowed postmasters:		
For commissions	.64	
For incidental expenses	.03	
		.67
Net revenue		23.10
		23.77

WINDWARD ISLANDS.

Amount received for fees on orders issued	60.40	
For excess of commissions	237.64	
		298.04
Amount allowed postmasters:		
For commissions	.77	
For incidental expenses	1.21	
		1.98
Net revenue		296.06
		298.04

JAPAN.

Amount received for fees on orders issued	129.35	
For excess of commissions	72.15	
		201.50

No. 18.—*Statement of assets and liabilities, June 30, 1889.*

ASSETS.

Balance in the hands of the United States Assistant Treasurer at New York, N. Y., June 30, 1889	$2,875,030.63
Balance in the hands of postmasters June 30, 1889	1,679,721.22
Total	4,554,751.85

LIABILITIES.

Amount due postal account	314,743.69
Revenue on money-order and postal-note account	787,804.81
Unpaid domestic money-orders, postal-notes, and international money-orders and balances of unadjusted international accounts	3,422,446.94
Balances due postmasters June 30, 1889	29,756.41
Total	4,554,751.85

No. 19.—*Statement showing the principal international money-order transactions during the fiscal year ended June 30, 1889.*

Nationalities.	Number.	Value.	Increase.		Decrease.	
			Number.	Value.	Number.	Value.
International lists of orders of United States issue received, examined, registered, and checked.						
Canada	330	$1,297,790.86				$18,510.97
Great Britain	186	5,122,035.11		$297,651.98	10	
Germany	167	2,683,310.53		60,815.66	18	
Switzerland	155	589,963.39		38,553.66	11	
Italy	153	922,862.24		50,083.16	9	
France	12	264,729.36		32,450.16		
Jamaica	71	3,058.47	29			206.74
New Zealand	27	15,614.86	13	3,855.04		
New South Wales	28	13,115.14				944.35
Victoria	28	11,159.92	1	1,639.43		
Belgium	150	57,031.68		8,831.59	5	
Portugal	127	14,320.36		3,302.90	52	
Sweden	152	756,017.78		281,514.01	16	
Tasmania	26	918.23		127.66	3	
Windward Islands	52	7,571.85		3,602.27	3	
Cape Colony	73	783.88	3			308.10
Hawaii	59	5,712.44	4	51.39		
Queensland	28	2,227.55	1			114.52
Japan	40	11,077.85	4	2,562.58		
Leeward Islands	37	1,354.13		570.80	9	
Norway	160	428,535.23	3	195,416.53		
Netherlands	153	32,326.95	7	4,759.44		
Denmark	154	96,197.89	83	61,551.09		
	2,368					
International lists of orders of foreign issue, received examined, registered, and checked.						
Canada	330	1,431,795.09		106,339.39		
Great Britain	374	845,781.51	13	94,328.07		
Germany	104	1,304,345.96		1,699.31	1	
Switzerland	220	204,210.97			2	13,705.56
Italy	105	55,354.94	1	18,503.74		
France	12	86,297.71		7,677.23		
Jamaica	59	85,435.10	8	20,305.61		
New Zealand	27	23,994.56				8,616.02
New South Wales	28	34,709.34		1,602.33		
Victoria	34	29,369.03	8	1,981.77		
Belgium	105	33,406.16			1	2,326.62
Portugal	108	12,245.12	8			1,517.88
Sweden	368	80,603.47		22,347.72	1	
Tasmania	15	3,261.57			1	450.32
Windward Islands	72	52,021.01			9	10,752.07
Cape Colony	52	5,398.58	4	1,339.64		

No. 19.—*Statement showing the principal international money-order transactions during the fiscal year ended June* 30, 1889—Continued.

Nationalities.	Number.	Value.	Increase.		Decrease.	
			Number.	Value.	Number.	Value.
International list of orders of foreign issue, etc.—Continued.						
Hawaii	86	$41,224.83	.....	$9,022.49	17	.....
Queensland	27	8,687.49	.....	2,366.34	.....	.....
Japan	47	23,632.87	2	4,312.41	.....	.....
Leeward Islands	41	9,621.81	.....	4,798.05	2	.....
Norway	365	80,353.97	.....	8,195.36	3	.....
Netherlands	208	26,598.70	.....	2,041.54	6	.....
Denmark	385	42,792.51	196	22,561.15	.....	.....
	3,172					
International accounts received, examined, registered, and adjusted.						
Canada	4	2,747,371.80	.....	79,977.22	.....	.....
Great Britain	12	6,016,779.07	.....	383,687.67	.....	.....
Germany	4	4,121,220.88	.....	61,061.73	.....	.....
Switzerland	4	802,166.08	.....	25,017.13	.....	.....
Italy	4	986,456.36	.....	68,912.87	.....	.....
France	4	357,153.62	.....	40,035.60	.....	.....
Jamaica	4	89,080.01	.....	19,933.47	.....	.....
New Zealand	4	40,513.92	.....	695.25	.....	.....
New South Wales	4	48,625.23	.....	647.88	.....	.....
Victoria	4	41,047.72	.....	3,874.14	.....	.....
Belgium	4	91,555.65	.....	6,500.88	.....	.....
Portugal	4	13,933.40	.....	.....	.....	$3,469.87
Sweden	4	841,948.33	.....	304,368.38	.....	.....
Tasmania	4	4,294.80	.....	.....	2	1,891.97
Windward Islands	4	60,031.11	.....	.....	.....	7,259.55
Cape Colony	4	6,815.18	.....	1,107.39	.....	.....
Hawaii	4	47,429.29	.....	8,901.99	.....	.....
Queensland	4	11,154.06	.....	2,377.04	.....	.....
Japan	4	35,201.40	.....	7,061.81	.....	.....
Leeward Islands	4	11,191.06	.....	4,947.77	1	.....
Norway	4	461,605.16	.....	204,899.55	.....	.....
Netherlands	4	59,395.64	.....	6,473.72	.....	.....
Denmark	4	139,994.83	2	84,795.83	.....	.....
	109					

No. 20.—*Statement showing the weight of letters, newspapers, etc., sent from the United States to European countries during the fiscal year ending June* 30, 1889.

Steam-ship lines.	England.		Austria.		Belgium.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	Grams.	*Grams.*	*Grams.*	*Grams.*	*Grams.*	*Grams.*
North German Lloyd	41,881,378	212,408,597	6,093,645	14,538,625	1,223,490	6,602,500
Cunard (limited), New York	47,226,342	239,041,851	2,797,950	7,593,150	1,130,735	6,908,670
Liverpool and Great Western	12,947,149	62,810,959	634,380	1,650,510	238,755	1,563,130
General Transatlantic	754,736	4,740,960	160,285	367,925	58,555	299,095
White Star	8,985,567	27,808,917	45,315	77,310	37,055	47,205
Hamburg-American	2,445,773	16,343,158	611,000	1,516,870	78,895	503,340
Anchor	1,249,960	3,709,846	16,980	27,160	10,585	22,975
Cunard (limited), Boston	725,052	4,155,360	.....	.....	167,575	1,099,540
Inman and International	3,066,151	13,100,389	145,815	283,355	81,220	326,970
American	311	.....	.....	.....	.....	.....
Thingvalla	.....	.....	.....	.....	.....	.....
Red Star	.....	.....	.....	.....	10,006	7,595
Netherlands Steam Navigation	.....	.....	.....	.....	.....	.....
Total	118,682,419	584,119,984	11,105,350	26,049,405	3,029,871	17,890,120
Increase compared with last year	4,601,234	59,058,119	982,510	3,697,565	59,839	1,961,625

No. 20.—*Weight of letters, newspapers, etc., sent from the United States, etc.*—Continued.

Steam-ship lines.	Denmark.		France.		Germany.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	Grams.	*Grams.*	*Grams.*	*Grams.*	*Grams.*	*Grams.*
North German Lloyd	3,195,840	7,316,145	7,271,040	37,476,206	40,412,420	161,782,444
Cunard (limited), New York	666,140	1,242,965	1,220,771	4,256,080	10,354,285	39,968,791
Liverpool and Great Western	180,035	413,480	1,101,111	6,858,144	1,995,949	9,410,608
General Transatlantic	67,145	135,390	7,759,278	36,624,504	885,754	3,047,197
White Star	10,125	18,280	177,668	388,500	379,568	686,515
Hamburg-American	312,250	596,355	389,424	2,464,152	3,278,515	17,364,490
Anchor	10,155	7,795	48,360	90,954	123,198	278,132
Cunard (limited), Boston			46,335	459,610		
Inman and International	29,885	41,875	408,634	1,561,716	577,263	1,823,692
American						
Thingvalla						
Red Star						
Netherlands Steam Navigation						
Total	4,477,575	9,772,195	18,422,561	90,179,866	58,006,952	234,361,869
Increase compared with last year	434,821	1,954,007	1,756,765	12,237,026	1,578,670	26,545,509

Steam-ship lines.	Italy.		Netherlands.		Norway.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	Grams.	*Grams.*	*Grams.*	*Grams.*	*Grams.*	*Grams.*
North German Lloyd	6,647,475	19,845,670	1,569,875	5,331,700	6,806,895	18,141,730
Cunard (limited), New York	813,935	3,152,495	1,239,165	5,166,750	1,438,440	2,452,689
Liverpool and Great Western	1,089,895	3,269,835	240,960	1,006,070	372,765	662,825
General Transatlantic	4,613,040	18,343,285	43,850	289,890	142,960	307,105
White Star	55,765	102,285	65,700	24,150	16,695	18,690
Hamburg-American	433,230	1,396,775	89,245	421,210	646,510	877,200
Anchor	14,910	66,590	13,695	12,995	8,505	7,705
Cunard (limited), Boston						
Inman and International	318,620	881,395	71,230	174,495	46,995	94,115
American						
Thingvalla					1,765	16,395
Red Star						
Netherlands Steam Navigation			4,005	2,680		
Total	13,986,870	47,058,330	3,337,725	12,429,940	9,481,530	17,578,435
Increase compared with last year	813,260	1,793,270	413,930	1,219,500	716,700	2,752,899

Steam-ship lines.	Portugal.		Russia.		Spain.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	Grams.	*Grams.*	*Grams.*	*Grams.*	*Grams.*	*Grams.*
North German Lloyd	458,565	1,139,095	6,807,980	8,491,495	1,159,390	6,595,080
Cunard (limited), New York	60,815	262,225	1,316,890	1,754,775	161,145	965,400
Liverpool and Great Western	89,290	253,850	356,430	483,785	155,100	968,325
General Transatlantic	302,005	1,170,495	131,110	160,345	722,340	5,673,085
White Star	2,810	2,415	26,080	40,240	12,860	35,980
Hamburg-American	32,805	67,960	628,280	661,465	51,710	366,805
Anchor	1,100	2,960	12,720	9,765	3,445	11,095
Cunard (limited), Boston						
Inman and International	27,995	40,685	68,205	52,080	52,880	213,575
American						
Thingvalla						
Red Star						
Netherlands Steam Navigation						
Total	975,385	2,959,685	9,345,525	11,653,860	2,318,900	14,829,345
Increase compared with last year	123,755	687,640	1,369,545	1,703,410	73,730	1,074,450

No. 20.—*Weight of letters, newspapers, etc., sent from the United States, etc.*—Continued.

Steam-ship lines.	Sweden.		Switzerland.		Turkey.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	Grams.	*Grams.*	*Grams.*	*Grams.*	*Grams.*	*Grams.*
North German Lloyd	13,851,541	37,088,896	2,274,280	10,548,690	532,115	4,583,140
Cunard (limited), New York	2,824,670	5,732,159	451,055	1,790,060	110,595	1,071,425
Liverpool and Great Western	723,575	1,717,045	346,205	1,991,975	25,440	207,630
General Transatlantic	299,050	797,710	1,738,210	9,797,440	11,970	111,475
White Star	44,325	87,325	19,880	71,245	2,775	17,160
Humburg-American	1,405,190	4,224,260	132,185	988,910	41,885	533,715
Anchor	28,245	21,000	8,630	42,250	2,370	6,340
Cunard (limited), Boston	127,820	194,665	110,025	460,185	5,870	27,900
Inman and International						
American						
Thingvalla						
Red Star						
Netherlands Steam Navigation						
Total	19,304,416	49,863,060	5,080,470	25,690,755	733,020	6,558,785
Increase compared with last year	1,603,011	8,858,694	121,420	2,286,283	89,800	290,750

West Coast of Africa, steamer Nithsdale:
Letters 255
Prints 6,770

RECAPITULATION BY STEAM-SHIP LINES.

Steam-ship lines.	Letters.	Prints.
	Grams.	*Grams.*
North German Lloyd	140,785,809	546,890,013
Cunard (limited), New York	71,812,873	321,379,476
Liverpool and Great Western	19,897,039	93,268,181
General Transatlantic	17,688,268	81,865,801
White Star	9,882,168	29,426,707
Hamburg-American	10,575,897	48,320,662
Anchor	1,552,858	4,316,572
Cunard (limited), Boston	938,962	6,214,450
Inman and International	5,138,608	19,277,102
American	311	
Thingvalla	1,765	16,395
Red Star	10,006	7,595
Netherlands Steam Navigation	4,005	2,680
Steamer Nithsdale	255	6,770
Total	278,288,824	1,150,992,404

RECAPITULATION BY COUNTRIES.

Countries.	Letters.	Prints.
	Grams.	*Grams.*
England	118,682,419	584,119,984
Austria	11,105,350	26,049,405
Belgium	3,029,871	17,880,120
Denmark	4,477,575	9,772,195
France	18,422,561	90,179,866
Germany	58,006,952	234,961,869
Italy	13,986,870	47,058,330
Netherlands	3,337,725	12,429,940
Norway	9,481,530	17,578,435
Portugal	975,385	2,959,685
Russia	9,345,525	11,653,860
Spain	2,318,900	14,829,345
Sweden	19,304,416	49,863,060
Switzerland	5,080,470	25,690,755
Turkey	733,020	6,558,785
West Coast of Africa	255	6,770
Total	278,288,824	1,150,992,404
Increase compared with last fiscal year	14,787,880	126,105,687

No. 21.—*Statement showing the weight of letters and newspapers, etc., sent by sea from the United States to countries other than European of the Universal Postal Union for the fiscal year ending June* 30, 1889.

Countries and colonies.	Letters.	Prints.
	Grams.	*Grams.*
Cuba	3,572,964	34,417,023
Australasia (non Union)	3,126,151	92,915,642
Japan	2,935,591	31,730,221
Hong Kong	1,784,014	5,956,882
Hawaiian Islands	1,917,721	23,317,619
British Columbia	1,145,352	4,238,838
Windward Islands	1,340,800	12,863,440
United States of Colombia	1,512,475	29,540,964
Mexico	1,270,063	12,995,765
Brasil	1,214,604	17,635,562
Venezuela	1,016,070	15,256,765
Nova Scotia	932,594	
Argentine Republic	734,292	15,426,607
Bermuda	772,585	7,678,750
Guatemala	727,594	9,175,139
Jamaica	706,970	7,552,340
Chili	705,741	15,569,985
United States consul at Shangahai	649,934	10,850,188
Peru	595,254	11,260,263
Nicaragua	519,836	6,109,516
Costa Rica	518,572	6,195,302
Hayti	456,525	4,526,629
Ecuador	339,738	4,084,281
Republic of Honduras	421,215	5,228,048
Salvador	331,739	5,291,305
Curaçoa	312,680	1,681,785
Bahamas	279,020	3,193,981
British Honduras	232,090	1,702,809
From United States consul at Shanghai	221,557	470,347
Uruguay	183,110	4,183,735
San Domingo	183,050	3,405,190
Porto Rico (direct)	199,530	1,384,890
Samoa	174,853	2,061,116
Porto Rico and St. Thomas (via Cuba)	168,675	2,654,450
Manila	73,793	1,069,444
Tahiti	70,811	1,222,891
Bolivia	59,410	1,594,800
Newfoundland	55,140	499,245
Turk's Island	39,845	291,230
Singapore	19,238	404,882
New Caledonia	14,405	181,924
Paraguay	12,760	417,100
Java	9,049	44,715
St. Pierre and Miquelon	5,955	33,215
Marqueeas and Marshall Islands	5,784	170,144
Siam	5,780	131,727
Cochin China	5,711	56,808
St. Thomas	482	623
Total	31,521,372	403,963,101
Increase compared with last fiscal year	3,184,294	57,899,105

No. 22.—*Statement showing the weight of foreign closed mails retransported by sea, and the amounts accruing to steam-ship companies for their carriage during the fiscal year ending June 30, 1889.*

Steam-ship lines.	Letters.	Prints.	Amount.
	Grams.	*Grams.*	*Dollars.*
North German Lloyd	12 907, 955	38, 586, 090	16, 179. 73
Cunard (limited)	6 365, 494	17, 514, 933	7, 832. 90
Liverpool and Great Western	2, 224, 073	6, 566, 006	2, 779. 85
General Transatlantic	1, 006, 301	3, 969, 866	1, 354. 17
White Star	785, 724	2, 827, 922	1, 031. 12
Inman	540, 455	1, 597, 650	675. 71
Pacific Mail	153, 032	3, 163, 489	452. 95
Hamburg-American	369, 306	932, 583	446. 38
New York and Cuba	129, 820	2, 566, 618	372. 98
Anchor	122, 265	318, 913	148. 76
Red D	51, 342	418, 157	89. 89
Clyde	33, 711	409, 455	72. 05
Quebec	15, 213	129, 605	27. 19
Atlas	11, 432	37, 816	14. 68
Royal Dutch	6, 133	45, 340	10. 29
Honduras and Central American	4, 591	4, 830	4. 89
Atlantic and West India	3, 989	8, 880	4. 70
Haytien Republic	1, 442	36, 140	4. 88
United States and Brazil	2, 331	9, 166	3. 13
James Watt	678	8, 262	1. 45
George Christall Line	98	708	16
Total	24, 735, 385	79, 153, 518	31, 507. 84

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